Yachting

AUGUST, 1919

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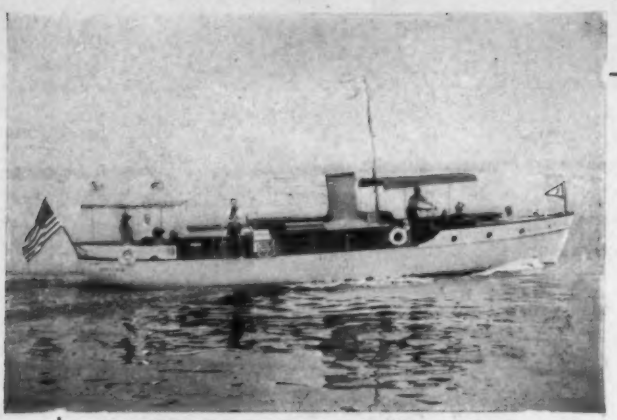
SEP 22



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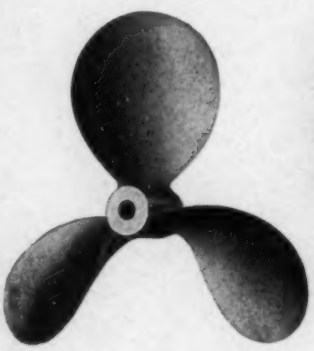

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WILLIAM ATKIN, Editor

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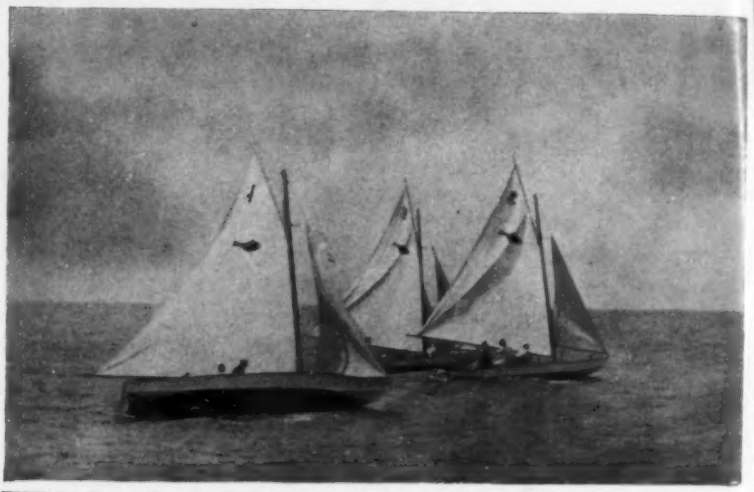
The Twenty-One Footers of the Southern Yacht Club

By H. H. DUNN



EX-REAR Commodore Peter Cooke, Porpoise; Ex-Vice Commodore L. M. Nicholson, in Minnow, and Ex-Vice Commodore N. E. Baumgarten, in Shark, in a close finish in the first round, in the order named.

FORMER commodores, rear-commodores, vice-commodores and other ex-officials of the Southern Yacht Club, at New Orleans, are having their innings these days, in the revival of sail boat racing which the club is staging with its fleet of 21-foot open sloops. These craft were designed by Rathbone DeBuys, the club architect, and built in the club boat yard in the pen at West End.

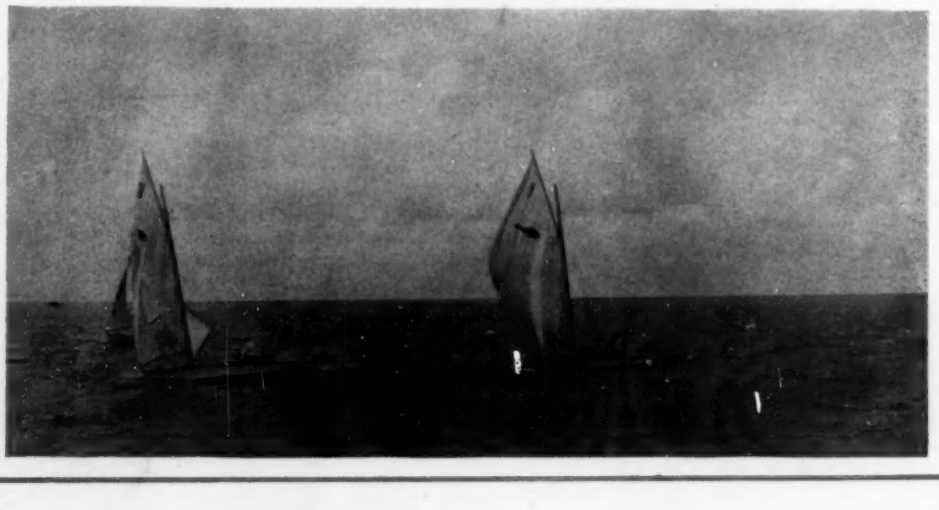
Six of these boats were built at a cost of approximately $500.00 each, and enough more have been ordered by the club, and by individual members, to insure a fleet of at least twenty by next season, for the little "fish boats" gained much popularity at their first appearance, June 21, in a race three times around a six mile course off the yacht club house.

The fleet bears the names of various fish, and all were sailed by former officials of the club, the race having been won in 1:30:17 by Ex-Rear Commodore F. F. Farrell, with F. J. Foxley and E. Montgomery, in *Mackerel*. Former Commodore Thomas Sully, with W. A. Porteous and E. Rainold in *Pompano*, came in second in 1:33:28, while former Rear-Commodore Peter Cooke, with A. R. Robert and A. Lawrence, in *Porpoise*, finished third in 1:36:32. Former Commodore Lawrence Fabacher, with J. Fabacher and S. Rosso, took fourth place in *Tarpon*; former Vice-Commodore N. E. Baumgarten, with P. Maloney and W. Estoup, in *Shark*, took fifth place by one second from former Vice-Commodore L. M. Nicholson, with C. E. Knight and P. Fallon, in *Minnow*. Baumgarten and Nicholson furnished the most exciting finish of the race, a lucky and skilfully executed tack at just the right moment saving Baumgarten from being last.

Lake Pontchartrain sparkled under a steady, stiff breeze when the little 21-footers came out, but the 300 pounds of lead in their keels kept them from going over, and they looked for all the world like a flock of white butterflies flittering over a clover field as they jockeyed for place at the start.

All six got across the line within 44 seconds, when Chairman G. H. Chapman gave them the starting gun, and the result was the most spectacularly attractive race the Southern Yacht Club has had in the past decade, recalling, to the old salts at the tillers, the days of the "sand-bagger" races from New Orleans to Mobile, Biloxi, and other points on the Gulf coast. W. I. Smith and the S. Y. C. Patrol boat gave a touch of the military to the scene by patrolling the course effectively, and the wind kindly held firm all the afternoon.

There is considerable talk of providing races for these little boats from New Orleans to Biloxi, or to Gulfport, out on the coast of Mississippi Sound, and, if the wind can be persuaded to hold many days as it held on the Saturday of their first appearance, these should be races well worth seeing.



A CLOSE bit of sailing on the long stretch to the westward stake.

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YACHTING

VOLUME XXVI
NUMBER II

AUGUST, 1919

25 Cents a Copy
$2.50 a Year

A Non-Fouling Anchor for Yachtsmen

DAVID MOFFAT MYERS

FOR improving the safety and convenience of yachtsmen and sailors, I desire to make a contribution to the sport for the pleasure it gives me to do so. For this reason I have not taken out patents on the non-fouling anchor I have invented and used, but on the other hand, I will gladly furnish working drawings and information to any one desiring either to use or to manufacture the device herewith described and illustrated.

What yachtsman has not pulled up his Kedge anchor with the rode caught around the fluke or dragged anchor because of this trouble?

If luck had not been with us one night, we had surely been on the rocks. In the morning when the anchor was raised, we found the cable tied around the fluke in the manner shown in the picture which we took at the time. (Picture No. 1.)

The anchor of course had completely lost its function and only a calm night saved us from going ashore.

When a yacht is anchored, her movement on the surface of the water is governed by the component of the forces of wind and tide or currents acting upon her, above and below the surface of the water. With the shifting breezes and changing tides concurrent with usual conditions, the yacht tends to describe various curves above and around her anchor while the protruding fluke of the Kedge offers a perfect trap for entangling the cable or rode. Then in the event of strong winds or currents, she becomes the natural prey of these forces with the probability of a wrecked or stranded craft.

And yet in spite of these difficulties, the old Kedge anchor has never been equalled by newer designs of which there are many, and it has been used, I suppose, since the time of Columbus and perhaps in earlier ages. The Kedge is the quickest to bite into any bottom and the strongest holding anchor of them all.

The Babbit or stockless anchor with its various modifications including the Navy anchor is a poor contrivance with respect to these qualities when compared to the Kedge. I have seen these other types land on the bottom with the flukes pointing upward and drag along indefinitely in this futile position. They are also likely to land correctly on the bottom and scrape along (except where the bottom is soft) without gripping or biting in.

Their design is such that they depend for their holding power when imbedded upon a relatively large fluke area extending a comparatively short distance below the surface. The Kedge, on the other hand, depends upon a sharper and deeper penetration with a lesser area of fluke. Thus the Babbit and its derivatives secure their hold in the upper and softer layers of the bottom which are more yielding than the deeper stratum penetrated by the smaller and sharper fluke of the Kedge. Long experience appears to have demonstrated the latter theory or that of the Kedge to be the more effective of the two.

For steamers and other large power craft the stockless anchors are generally adopted largely on account of the convenience with which they may be handled. Their stockless feature admits of the shank being drawn into the usual hawse hole which greatly facilitates carrying, raising and lowering. Furthermore on large craft where an anchor watch is set the danger of dragging is very small.

HASN'T this often happened to your anchor?

But for the smaller craft where no anchor watch is convenient or practicable there is great need for an anchor possessing the good features of the Kedge without its inherent fault of fouling the cable and endangering the craft and the safety of the crew.

My study of this problem has resulted in designing and making the non-fouling anchor shown in the accompanying photographs and I have tested it on my yacht *The Flying Cloud*, thus far, with entirely satisfactory results.

The general proportions of the anchor are made exactly the same as those of a standard Kedge. The experimental model here shown weighs about 35 pounds and the yacht is of about seven tons displacement. (For the main anchor of a boat of this size, 36 ft. by 26 ft. by 11 ft. by 6 ft., it should probably be made 50 pounds.)

Features of especial interest in its design include the following:—

1. The non-fouling feature.

   (a) The fluke can not foul the rode since there is only one fluke and that is embedded in the bottom.

   (b) The stock cannot foul the rode because the usual elbow and knob are dispensed with in favor of a simple chain and ring which lie flat on the bottom.

2. Quick biting into the bottom is facilitated by the very sharp fluke combined with the angle of entry which the fluke makes with the bottom when the anchor rests on a smooth, flat surface. This bitin feature however is better provided for in the Kedge than in any other form of anchor including my own design, since the Kedge not only has an almost perfect entering angle, but also has the weight of much of the anchor bearing down upon the point of the fluke. For this reason, in case of emergency when a grip on the bottom must be obtained instantly the Kedge is the best anchor to let over.

The biting properties of my non-

fouling anchor are superior to those of the ordinary stockless anchor.

3. The long swinging link pivoted at the crown always lies with one end on the bottom. Thus the anchor cable will be prevented from fouling at this end and will instead slide over the crown which thus presents no surfaces capable of catching or entangling the rode.
4. When embedded this non-fouling anchor has more holding power than the Kedge pound for pound. This is due to two features.

   (a) In the Kedge one entire fluke is always without function. Hence its weight which is a considerable percentage of the total has no value whatever in holding the vessel. In my non-fouling anchor no useless weight is included in the design.

   (b) The fluke in my design has one-half to three-quarters more holding power, solely on account of its greater area, which is obtained by lengthening the blade without altering its sharpness, its width or its ease of penetration. This is a valuable feature which could be applied to any Kedge. It would also reduce possibly by 30 per cent the probability of fouling the cable as there would be no square corners to catch the rope or cable. Fouling would however still be possible and probable in a Kedge even where so modified when the cable, after twisting about the fluke, pulled in the direction of the crown of the anchor.
5. Ease of stowing on deck is a useful feature. The fluke folds up in the frame of the shank so that the anchor may lie flat.

The stock may also be shipped as in any Kedge anchor, but by means of the chain and ring instead of the usual elbow and knob.

New York A. C. Power Boat Race to Lloyds Harbor, August 30th

COURSE

From Huckleberry Island to Lloyds Harbor by any of the courses stated below. Contestants must notify Com. Sunderland at Yacht House, Travers Island, in sealed envelope before noon on day of race, the course selected and sail course so specified. Time will not be taken if this requirement is not strictly fulfilled.

	BUOY	LOCATION	PASS MARK ON YOUR
A	Gas 24	The Cows	Starboard
	Bell 13 A	Lloyds Pt.	Port
	Can 13	Eatons Pt.	Starboard
	To finish		
		* * *	
B	Spar 20¼	Greens Ledge	Starboard
	To finish		
		* * *	
C	Spar 17	Matinicock	Port
	Gas 24	The Cows	Starboard
	Can 13	Eatons Pt.	Starboard
	To finish		
		* * *	
D	Bell 32	Hart Island	Port
	Bell 19	Prospect Pt.	Starboard
	Bell 13 A	Lloyds Pt.	Starboard
	Spar 1	Northport Bay	Starboard
	To finish		
		* * *	
E	Bell 2	Mott Pt.	Port
	Bell 26	Bluefish shoal	Starboard
	Bell 13 A	Lloyds Pt.	Starboard
	Spar 1	Northport Bay	Starboard
	To finish		
		* * *	
F	Spar 24½B	Greenwich Pt.	Starboard
	Spar 1	Oyster Bay	Port
	Bell 13 A	Lloyds Pt.	Starboard
	Can 13	Eatons Pt.	Starboard
	To finish		
		* * *	
G	Gas 28 S. C.	Scotch Caps	Starboard
	Bell 19	Prospect Pt.	Port
	Bell 26	Bluefish shoal	Starboard
	Bell 13 A	Lloyds Pt.	Starboard
	To finish		

REPORT

Contestants must report in writing to Judges Boat at finish line within two hours after finishing the time of passing each buoy specified as turning mark on course selected and state on which side it was left.

TIME OF START

Contestants will start on their time allowance, the scratch boat at 2 P. M. and handicap boats at such time previous that the first boat across finish line will be the winner. Full Starting directions will be ready on Com. Sunderland's flagship Emoh III 10 A. M. August 30th.

STARTING LINE

Between Emoh III, and red spar north of Huckleberry.

FINISH LINE

Between new and old light houses at Lloyds Harbor.

MEASUREMENT

Rule V., A. P. B. A.

All competing boats shall be measured by the official measurer of the A. P. B. A., Mr. Frederick K. Lord, 120 Broadway, New York City, or by one of the assistant measurers.

TIME ALLOWANCE

A. P. B. A. Rules for 25 nautical miles.

EQUIPMENT

Each boat must carry two anchors and cables, lead line, compass, charts, bucket and be fully equipped according to A. P. B. A. Rules. Carrying tender optional.

PRIZES

First prize, the McAleenan Cup presented by Mr. Arthur McAleenan, second prize if five start, third prize if seven start.

ENTRIES

Close noon August 25th, at which time measurement certificate must be received, and should be sent to Harry Anderson, Chairman Regatta Committee, 58 W. 59th St., N. Y. C.

HERE is an anchor with but one fluke and a stock which must always bite. It is an anchor which is impossible to foul and has all of the good features of the kedge anchor with none of its faults.

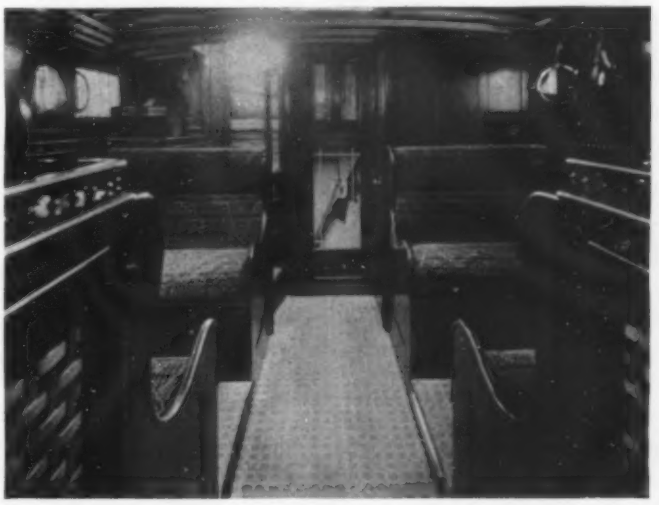
A FAST cruiser which combines speed with comfortable, and large living quarters.

Emma Belle III, *a New 60-Foot Express Cruiser*

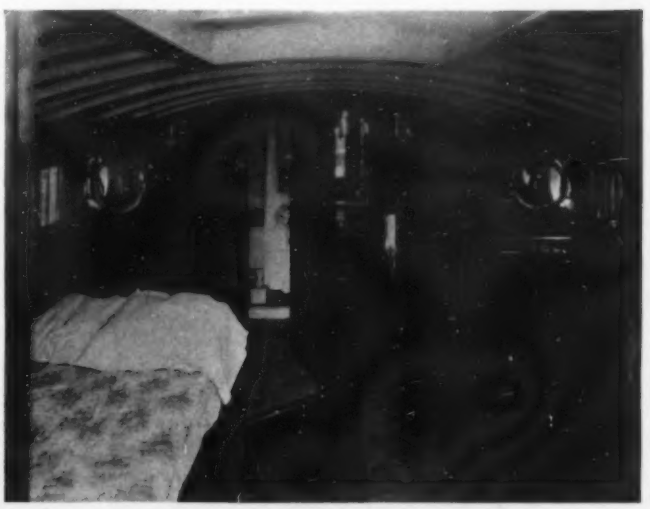
A NEW 60-ft. express cruiser has just been delivered to Mr. Harry C. Stutz, of Indianapolis, by The Great Lakes Boat Building Corporation, of Milwaukee, which, without doubt represents the very latest and best practice in modern express cruiser construction.

Within the compass of a 60-ft. craft accommodations have been provided for crew's quarters, galley, main stateroom, enclosed bridge deck, engine compartment, owner's stateroom, bath, guest stateroom, and cockpit. More than that, full head room has been provided in all compartments so that the quarters are most comfortable.

With all the accommodations afforded, *Emma Belle III* developed a turn of speed on her trial trips of 23.1 miles an hour with a pair of six-cylinder Sterling engines. In view of the fact that the boat is built very heavily throughout and that the hull is of seam batten construction the speed developed is most remarkable, and shows in a very striking manner what can be accomplished in a safe and seaworthy cruiser with modified V or wave-collecting type running lines



THE built in seats in the main cabin are constructed in a manner which allows their being extended, thus forming capital berths



THE interior accommodations are well designed every inch of space being used for some useful purpose.

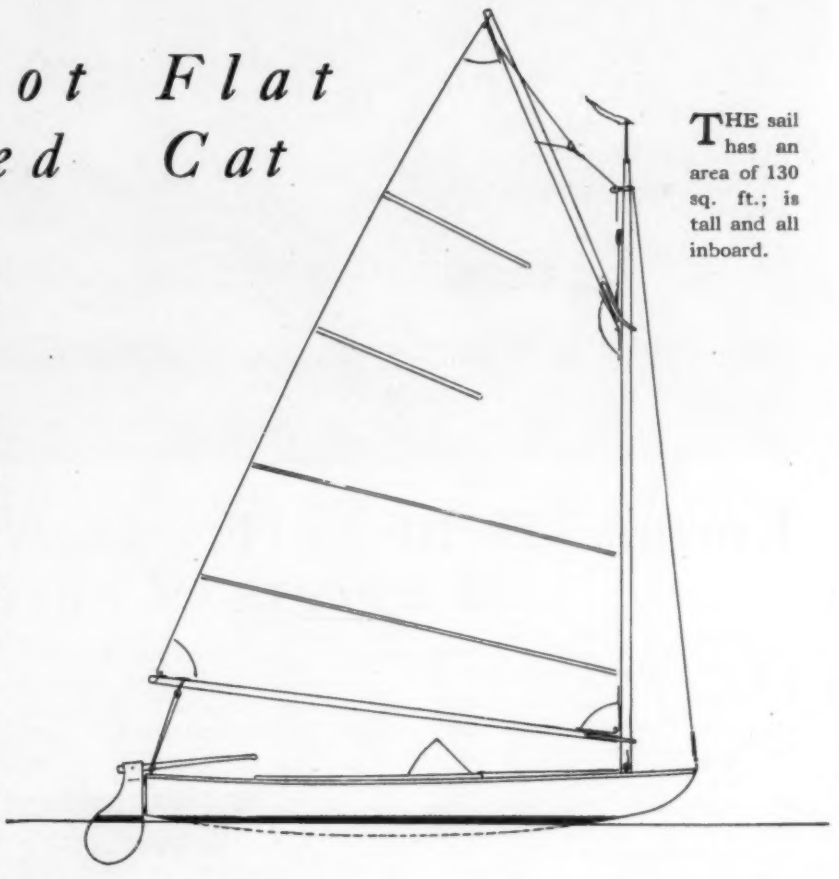
Mr. Stutz's cruiser is built to the very highest standards known to the pleasure boat industry. The upholstering is of blue silk velour, which, together with the silk hangings, and the interiors done in mahogany throughout, affords most attractive accommodations. The compartments are electrically lighted and screened. The electric unit is a ¾ kilowatt Delco plant, installed in the engine compartment.

All controls are carried to the bridge deck for one-man operation. This compartment is com-

(Continued on page 78)

A 15 Foot Flat Bottomed Cat

An easy-to-build craft which will supply the vehicle for keen sport for junior yachtsmen.



THE sail has an area of 130 sq. ft.; is tall and all inboard.

HERE and there, and everywhere where yachtsmen gather the complaint is that the younger men are not interested in yachting. Isn't one reason for this the high cost of everything that enters into the game? And another that few, far too few, suitable small craft are built to supply, at a very moderate price, the means for the young man—yes, and the boy—to enjoy yachting?

The yacht clubs are beginning to wake up to the fact that ten 14-footers, all handled by amateurs, tied up to the float are a better asset to the sport than one 100-footer with a paid crew.

The little boat is the vehicle for enlarging the sport so let's look at this one.

It can be built and completely built by a professional builder for less than $200.00. It can be built for less than $70.00 by an amateur.

The construction is of the simplest kind, two flat sides, flat deck, flat bottom, the latter planked cross ways. The cockpit is two feet wide, and rectangular, thus leaving wide decks each side which make the finest kind of seats.

The centre board trunk is the only difficult part of the construction but this part of the craft, with care in fitting the bed logs and head pieces, should be accomplished in good shape.

The sides are built up of two widths of 5/8 in. white cedar, with a 5/8 in. by 2 in. oak batten behind the seam.

The chine logs are yellow pine, 1¼ in. by 1½ in., and the keelson of the same material, but 7/8 in. thick by 8 in. wide.

The bottom is planked cross-ways with ¾ in. by 6 in. cedar and has two yellow pine rub strips running parallel to the center line and spaced 2 ft. 6 in. apart.

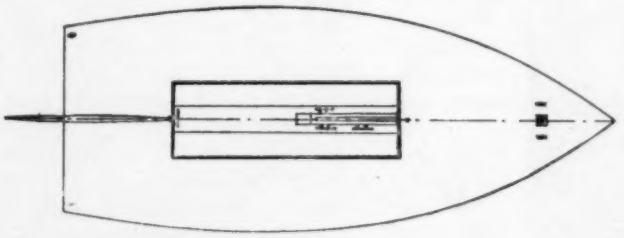
The bed logs of the center board trunk are made of 1¼ in. by 6 in. wide yellow pine; the posts oak, and the sides 7/8 in. by 8 in. cedar.

The side frames are spaced at 18 in. intervals, and are of 5/8 in. by 2 in. oak; the deck beams are of similar dimensions, material and spacing.

The decking is laid with the center line, and with ½ in. by 4 in. tongue and groove cedar. The above covers the main members of the hull's construction.

The rig is purposely tall and the boom short; this for greater ease in handling. The sail has an area of 130 sq. ft. is cross cut, and has two rows of reef points.

The dimensions of the boat follow: L. O. A. 15 ft., L. W. L. 11 ft. 2 in., width 6 ft., draft of hull 3 in.



THE wide decks on each side of the cockpit form the finest kind of seats.

INDIAN Harbor, looking towards the north. There is ample anchorage for all vessels of moderate draft and splendid protection is offered

Land Lubbers in Labrador

WILLIAM ADAMS, JR.

Continued from July Yachting

THE story we then heard from Todd and Fred was a pitiful one. When the wind changed at night from south to north, Fred was wide enough awake to get a rope tied on shore. This move was absolutely necessary because the chain on the large anchor had snapped, leaving only the small anchor and a rope to hold the boat. Of course the ship couldn't have drifted out to sea, but in the event of its getting loose, it would either have fouled several schooners at anchor further in the harbor or else would have planted itself on the rocks. Todd and Fred had been up since three in the morning, as they claimed, fixing one rope after another more or less constantly all day long. Needless to say, they weren't in a very jolly mood.

When we arrived, they had the rope anchor out and another smaller line tied to a rock on the shore. But, to make sure, we had to put out still another. Although we were only a few feet from land, it was no easy task to get the punt ashore. With our feet soaking wet and our hands so cold they were next to useless, Todd, Fred and I managed to get a rope around a large rock.

Then came another difficulty. The water tank of the *Yale* was empty. Todd said he had seen plenty of water on top of a near-by hill. Stuart and I undertook to carry some of it in the only one pail we had, and to pick some berries, which Todd said were very plentiful and would make an excellent dessert. Fools that we were, not having picked the specie of berry before, we guaranteed to fill two empty cocoa cans. When we got to the top of the hill, we both swore a hundred times never to pick berries again. Where the boat was, there was a certain amount of protection from the wind, but on top of that hill there was absolutely none. At first we simply couldn't get a hold of the fool berries because our fingers were frozen stiff. Somehow, when you get into such a situation, you hate to give up. Certainly we didn't want the berries so badly, but like idiots we stuck at the job until we filled both cans. It was a ticklish task to bring our precious pail of water from the shore to the *Yale* in a miserable little boat, which was on its ends more than on its bottom.

We thought Providence might be kind to us and let us sit down for a while and rest, but the smallest rope leading from the *Yale* to the shore snapped. It was an awful job fixing it again. It had to be taken on shore, made fast, and then towed out to the *Yale*, via the beastly little tender and a frantic sea.

Barnes volunteered for the first night watch. He was to call Stuart at 12:30 and Stuart was to call me at four.

True to his word, Stuart pulled me out at four. He reported things in a favorable condition, with the wind in the same direction but somewhat weaker. All he could do during his vigil was to tie some rags around the ropes in places where they seemed to be chafing. I started the stove and cooked for myself a cup of coffee. Although I didn't doubt Stuart's good intentions, I was unable to notice that the wind had died down to any extent since the evening before, if it had died down at all. About all I could do during my watch was to go on deck every so often and have a look at the ropes and the wind, while the rest slept. Only Gatchell came to life long enough to say something about an iceberg, whereupon I threw another blanket on him.

The wind failed to abate during the morning. Two jobs had to be done. One was to get some water on board, and the other was to drag for the anchor and chain that was lost during the early part of the gale. We had absolutely no way of getting water except in one pail and three fairly large cooking utensils. We formed a bucket brigade, two in the row boat and two on shore. By a lot of painful climbing we managed to collect somewhere around twenty gallons, in spite of the fact that Stuart slipped down the hill with two buckets of water.

Then we started in dragging for the anchor, trying all sorts of methods from a rope to a borrowed grappling iron. Finally Barnes and Stuart, who had been at it for some time, hooked the iron onto something solid which felt more like a rock than an anchor. We simply couldn't budge it without pulling the little boat under water. Knowing there were about fourteen fathoms of chain on the bottom, we dragged all around the place hoping to hook it, but we had no luck at all. Towards evening we became desperate. We hired a fisherman's motor boat to take us over to Spotted Islands once more in

the hope of either using the anchor of the *P. & S.*, the mission launch used by the doctors at Spotted Islands, or else of buying another one. It turned out that a certain gentleman had an anchor of about the right size, which we promised to pay for or else return. When we got back to the *Yale*, we found to our utter amazement, that Todd, Gatchell and Fred had succeeded in pulling up the lost one. Just how they did it I never found out. As a result of this, we planned definitely to start south early the following morning, wind permitting.

The early morning, however, found us still waiting in Domino for a breeze to spring up. It was nine o'clock before enough wind arose to make a start possible, and even then it was extremely feeble. But we succeeded in getting away. When the moment came for us to come about into the wind to round the lighthouse point, Fred was at a loss to know why the boat wouldn't mind the rudder. We were fast running onto the rocks, so in a last desperate effort to avoid disaster we had to throw out the anchor. Then the awful truth dawned upon us. The bolts in the rudder post had broken during the storm. By steering after a fashion with the sails, we got back to Domino harbor and anchored in exactly the same place whence we had started only a few moments before. We were all utterly disgusted. Luckily the water was smooth and the wind was weak, so we didn't have much trouble towing the *Yale* by means of the tender on to shore at high tide. It was our only hope, for we couldn't do anything without a rudder. A variety of confusing opinions from numerous fishermen mixed us all up about the right place to beach the boat, so we had a lot of trouble moving from one perfectly good place to another. We had to end up by selecting a place of our own.

Then I was struck by an idea. I had found out from past investigation that the coupling on the *P. & S.* would almost fit the *Yale*. I resolved then and there to make the thing fit even if I had to file steadily for two days. It would have been a wonderful thing for us to have been able to use the engine, and I figured that if worst came to worst, Dr. Paddon would be content to make the best of a temporary coupling until the following season. So Barnes and I took the tender and rowed back to Spotted Islands, where I got the coupling and where we said good-by to the inhabitants for about the tenth time. When we returned, the crew had put the *Yale* in still another position.

I started at once to file the *Yale's* shaft, and I filed for about two hours, when I got tired and gave the job to Gatchell for another hour. Of course it was pitch dark, but a lonely lamp made the operation possible. By 10:30 P. M. the tide had fallen enough to enable us to get at the upper half of the rudder. With Todd holding a single candle lamp, I managed to shove two bolts through, which we figured would do the job until a more favorable opportunity presented itself. At 11:30 P. M. I replaced the heavy propeller that had been removed before leaving Indian Harbor, in order to increase the speed of the boat while sailing. It was a mean task, as the shaft was several inches under the icy water. At midnight we had a bit of food and turned in.

THE entrance to Indian Harbor taken from the steps of the hospital. It is a difficult place to approach under sail when the wind is not fair.

Early in the morning the stern of the *Yale* was still pretty well imbedded on the shore, but the tide was coming in, and in several hours she floated off. In the meantime I had put the finishing touches to the propeller shaft and finally succeeded in adjusting the coupling in such a manner that it appeared to be perfectly solid. I never intended this job to be anything but temporary, but the coupling was never replaced by a new one, and it was the *P. & S.* that had to do the replacing the following year. This makeshift job has remained as I did it ever since.

After breakfast, Gatchell and I climbed the hill to wash up a bit in the brook, for it must be remembered that none of us had felt any soap and water for many a day. I was especially anxious to clean out a bad cut I received on my hand the previous day while trying to fix the rudder.

We had to form another bucket brigade to replenish our failing water supply, but we were in a more favorable position and it didn't take long. At three o'clock a south wind sprang up and we sailed out of Domino Harbor, this time being the last.

No sooner had we reached the open sea than I made a serious attempt to start the engine. It was already two weeks or so since I had done so before, and I found there were many little things that required attention before it could be expected to work. It was a Remington hot head, the type that must be heated with a kerosene torch for several minutes before it gets hot enough to run. Pressure is supplied to the torches by a large air tank and a pump, which must be operated frantically for some time before any results can be expected. I gave Stuart this job, which nearly made him very ill, because the kerosene fumes were rather thick and the sea was rough. I noticed that the rest of the crew preferred to stay on deck while we struggled with the engine. I couldn't get the machine to run that day for one reason or another.

We dropped anchor at Batteau at six in the evening, a fine harbor about ten miles south of Spotted Islands and Domino. We followed an American banker into port, and while they were cleaning their catch of fish, Todd and Barnes went aboard and secured three cod. The skipper knew the *Yale* as soon as he had seen her, and asked if Dr. Paddon was on board.

The harbor of Batteau is one of the best on the coast and during the summer months is continually filled with schooners. That day was no exception. We had some difficulty finding a place for ourselves.

Instead of getting away early in the morning as we had planned, a heavy fog and a contrary wind held us back. At breakfast time we began discussing whether or not it would be advisable to give up the whole business and return to Indian Harbor with all speed, since the main object of our trip was accomplished, namely, the propeller shaft was at least temporarily mended. The only reasons I could see for keeping on were to mend the rudder at St. Anthony and to have a new driving wheel made for the oil box. We all seemed to

think that these things could be done just as well at Indian.

WE GIVE IT UP

Prompted by the poor sailing weather and the lateness of the season to say nothing of the length of time it had taken to go as far as we had, we definitely decided to give up the goose chase.

Then Barnes began to want to desert the ship, and he finally persuaded Stuart to join him, arguing that they shouldn't run any chances of missing the Meigle, the Newfoundland boat, which was expected along any day. The rest of us hated to see them go, but perhaps it was for the best. They packed up and landed at Batteau, where they intended to wait for the steamer.

Weighing the anchor of the *Yale* early the next morning, we sailed out with a fair wind and turned the bow towards Indian Harbor, about a hundred or more miles away. After sailing for about an hour, I managed to get the engine to work, and we ran until sunset, finally arriving at our old place, Indian Tickle. The weather had calmed down beautifully and the evening was superb.

No sooner had we dropped anchor when a fellow came along with a tooth ache. Needless to say, Gatchell pulled the thing out in the midst of frantic howls from the victim. But he rowed away again with a broad grin on his face, although he hated to pay the fee of ten cents, explaining that he was a "wonderful poor man."

The following morning we got up at four. There was practically no wind. I started the engine without much trouble, but it wouldn't stay going. In the darkness I failed to see that it was going backwards and we came within a few inches of running aground. When I tried to start it again I heard the most awful squeaking in the rear cylinder, and soon found a whole pile of ground up junk in the crank case. I had to take the whole cylinder apart and replace the bearing, which meant that no use was obtained from the engine that day. The wind, however, carried us beyond Gready and we anchored for the night off Long Island.

We never succeeded in entering a port without having some old fisherman come along and ask for medicine. It seems to be contrary to good taste to ask for anything directly on the coast of Labrador. A lot of time is always wasted talking about nothing, after which the subject if finally approached. In this particular case merely some pink pills for pale people were wanted.

One more day under sail and engine and we were again under the shores of Indian Harbor. We could see the white buildings in the distance, and a loud rejoicing arose from us all. To show to Dr. Paddon and his assistants that we had accomplished something on our voyage of adventure, we furled the sails before approaching the entrance to the harbor and came up to the anchorage under power. Dr. Paddon told me afterwards that his heart sank within him when he saw us coming back across the bay, for he figured that we had lost our nerve. And perhaps we had, but his fears were calmed when he saw the mended propeller shaft.

We all took hot baths that night and forgot our troubles of the Labrador waters in cosy beds with white sheets.

YACHTING looks like a real sailor man's magazine to me and I'm looking forward to all sorts of interesting designs.

Yours very truly,
F. A. FENGER.

SUNSET in Labrador. This picture was taken from the deck of the Yale at Indian Tickle, Labrador.

Accommodating

ONE of the features of yachting says *Main Sheet*, the organ of the Detroit Yacht Club, is that whole-souled comradeship which impels a yachtsman to go out of his way to help a friend get into the game. You can always rely upon a sailor to give you good advice about purchasing a boat to suit your taste.

The following letter from Geo. E. Berriman is an example:

Dear Sir:

Understand that you are in the market for a power craft; beg to submit you the following description of yacht we have for sale:

52 ft. 13 inches long, 11 ft. 14 ft. beam, 6 ft. 5 inches draft in mild weather, 5 ft. 6 inches draft in heavy weather.

This boat has mahogany ribs and slippery elm planking entirely fastened together with safety pins.

The forward part of the vessel consists of parlor, back parlor, kitchen and bath, finished in pecky-cypress over which is a full course golf links with the necessary equipment of shinnies, shillays, highball glassware, mixers, etc.

The middle section of boat under bridge deck is motive power, consisting of 13-cylinder simplex, duplex, complex engine, driven entirely by hot air taken from owner and guests as they step aboard. This engine develops 500 h. p. under normal conditions and more when forced. Capable of making 11 miles per hour in mild weather and 35 miles on a heavy dew. This boat is fitted with a 36 inch rubber wheel which lessens vibrations, whereby the owner and guests may converse nonchalantly while passing through water at such a rate of speed.

Aft the engine quarters comes the owner's private quarters, consisting of springless bunks, hard leather cushions, waterless pumps, iceless ice-box and all conveniences. Over this is the billiard room and wireless outfit.

The boat was formerly owned by the Czar of Russia, was twice sunk by the German U-boats, and on both occasions came up dusty. It is now laid up and in commission in Helgoland and should you purchase same, delivery can be made F. O. B. Niagara Falls Whirlpool, Niagara Falls, New York.

This vessel is named the *Prickly Heat* and is sailed by the noted navigator, Captain Scratch.

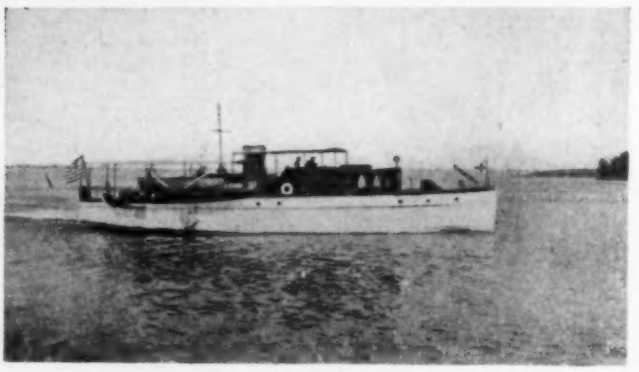
Terms nothing down, half that amount per week, balance E. Z.

Trusting to hear from you favorably, we remain,

PAINLESS YACHT AGENCY.

Sinbad IV

A MOTOR yacht of popular type, sturdy in every respect and especially suitable for extended cruises.



THIS little cruiser is one of many such to be built in the coming seasons. There is no question about it. It is sturdy in timbers and lines, able to go anywhere and have all aboard safe and comfortable.

Sinbad IV is 67′ overall, 66′ waterline, 13′ beam and 4′ draught, which dimensions make a boat easy to handle and comparatively inexpensive to maintain.

The crew's quarters are generous, in the forepeak, with a transom seat on each side and a pipe berth over each. A hatch opens on deck and a door forward opens into the crew's private toilet.

The forward deck house is divided into saloon and galley. The picture of the saloon shows the sideboard at the forward end, the wide, deeply-upholstered transom seats and the coziness of it all. At the after end there are lockers for china and glassware and arrangement for the Victrola. The saloon is finished throughout with mahogany, with blue draperies and upholstery.

The galley in the after end of the deck house has a large ice box, a large cabinet, sink and Shipmate stove, with waterback. There are lockers for cooking utensils, etc., and under deck lockers for storage of thirty bushels of provisions. The water tanks hold 260 gallons.

The engine room comes aft of the galley below deck and this takes in the full width of the ship. Four sash lights of the aft deck house, as well as four port lights, give excellent light. Perfect ventilation is had through the stack and there is full headroom and plenty of elbow room, as is so well shown in the engine room picture. The power plant is the 65-75 H. P. 4-cylinder 8″ x 10″ Standard engine of the latest type. There is a 32-volt direct connected generator set conveniently installed between the workbench and the sink on the starboard side. The aforesaid sink actually has running water. A wide transom berth extends for the full length of the room on the port side, and altogether the engine room is quite "palatial."

The gasolene tanks having a capacity of 450 gallons are built up against the after water-tight bulkhead separating the engine room from the owner's stateroom.

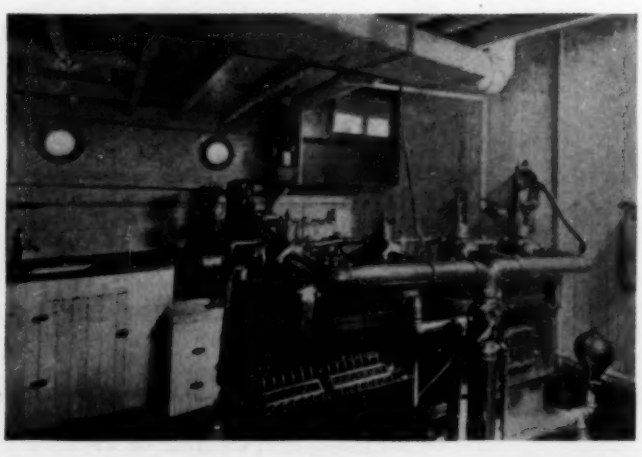
This stateroom takes in the full width of the ship. A three-quarter spring bed is on the port side. Large built-in lockers with alcove and bookcases are on the starboard side in back of an upholstered divan, which can be used as a berth and wardrobe. A large bureau and a desk take up the full width of the room against the forward bulkhead. At the aft end of the stateroom full-length closets are built in for the full width of the ship, excepting for the door opening to the companionway landing.

Opening off this landing at the foot of the stairs is a large bathroom and toilet, and opening aft is a large double stateroom. This is arranged with two berths, bureau and wardrobes.

The general finish of the aft quarters is mahogany and white. All interior brightwork is of mahogany. The deck house and exterior brightwork is of mahogany.

A 14′ power tender and a 13′ rowing tender are carried on davits.

Sinbad IV was designed and built by Fred Nock, of East Greenwich, for Mr. Gardiner B. Williams, of Boston.



THE same make engine which demonstrated its reliability in the famous 110 S. C. boats of the United States Navy, a Standard, propels Sinbad IV.

Wartime Cruising

How Bonnie Jean *Cruised the Maine Coast Despite the Kaiser and the War*

DR. WARREN B. MACK

(*Continued from July Yachting*)

THE sixty-five foot yacht, Robidou, of Pittsburg, also lay at anchor, apparently deserted save for an elderly sailor in charge. He was lonesome, too, and invited us aboard to see how a rich man's boat was arranged. The yacht had everything one would expect to find in a modern hotel, even to a forced draught of compressed air on the stove. Doc told the man to buy a Shipmate stove and he wouldn't need a forced draught. There was a perfect maze of machinery around the fifty H. P. 20th Century motor, including a little Knox engine to run the generator. It was a fine outfit, but we doubted if the owner had as much fun on it as we did on old *Bonnie Jean*.

Mournful, gray and still Saturday morning broke over the harbor. A winding shroud of fog enveloped us so completely that nothing could be seen except the ghostly outlines of the nearest boats. There was, though, a certain something about the dripping pall which assured us that it would burn off when the sun came out.

Finally, from out of the mist, there came a warning blast from the steamer, followed by a jingle bell as she cautiously neared the wharf. Dripping with fog and disapproval, George and Ned walked down the gangway, saying they were hungry enough to eat anything from alfalfa to an alarm clock. A piping hot breakfast filled them with enthusiasm as well as beans, and prepared all hands for the beginning of the last two weeks of cruising.

The fog faded away under the rising sun, disclosing to the new recruits the refreshing scene surrounding them. George looked thoughtfully at the mountains, which were incased in a veil of purple haze, shading into deep green at the base, and heaved a sigh of contentment. The industrial music arising from the building of two big freighters in the ship-yard claimed Ned's attention; and he stubbornly refused to begin cruising until he had gathered a supply of hard-wood chips for his stove. Doc, anxious to humor the cook and to aid in conserving fuel, rowed him ashore.

Two or three hours later we were sailing across the Bay, steering in an easterly direction. We might not know exactly where we were going or when we would be back, but we were off to seek health in regions beyond the reach of the telephone and the daily newspaper. At the same time, be it here said, there was a method of a sort in our scheme of things, for we planned to spend a day or so in a favorite retreat near North Haven named Perry's Cove.

Our sail was peacefully uneventful, being only interrupted at North Haven village, where Ned bought two boxes of blueberries and a quart of cream. Then, casting care to the dogs, we turned devious corners and entered a hidden untamed paradise—one of those silent, sleepy coves, sunfilled, calm, and girt by a pine forest, where all the dreams of a winter come true. Perry's Cove was uninhabited except for a solitary gull on a rock who archly cocked his head to one side and bade us welcome with a throaty squawk.

"Fortunate folks, these gulls," said George, "to have so much time, and such wild romantic regions for travel and exploration! Oh, well, they have nothing on us, just now; let's make the best of it while it lasts. I'm going to dig clams, swim, fish, eat and sleep until I am black in the face. But first of all, though, I'm going to have a drink from my private spring."

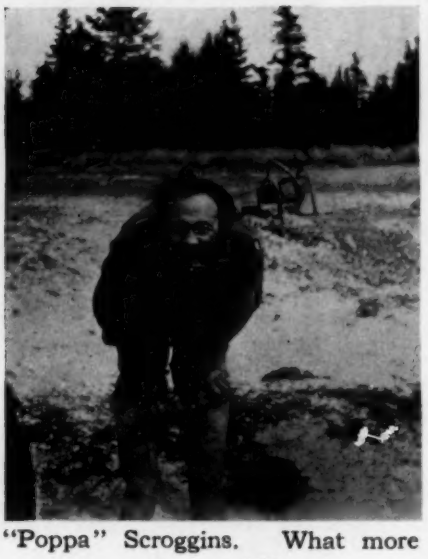
And thus it was that we settled down in our sanctuary, lost to the outside world, and forgot the problems associated with business life. Clams were dug by George, while the rest of us fished for flounders over the side of the boat until we got tired of pulling them in. The cook, who sort of bosses things at meal times, now directed us to shuck a mess of clams if we expected any supper.

"Cookie, me boy," chortled Mundy, "if that's the only obstacle standing between me and food, you shall have more clams than you can fry!"

We all felt the same way and the clam shells began to fly forthwith. Shortly after, we sat down to a repast so absolutely meatless and wheatless that even "Herb" Hoover could have found no fault had he been there. Nay, more, he might possibly have unbent his dignity and gorged himself as we did.

In place of meat we sternly contented ourselves with fried clams; the luscious bivalves having refused to do their bit in the world war at a time when something was expected of everything, and they were now paying the penalty. In place of wheat we merely had corn muffins of a very coaxing perfection. The blueberries contained so much natural sweetness that sugar was superfluous; and thick cream filled all our simple requirements. Under these hardships we patriotically practiced the gospel of the clean plate. As Mundy's exploring fork wandered over the platter in search of a nice fat clam, he casually remarked: "Ned, I don't like to say it to your face, but as a cook you're there! You're a regular razulah! That's it in one word; and I'd better

THE Ferry at Sargentville is propelled by a 3 h. p. motor.



"Poppa" Scroggins. What more can be said?

stick to that one word, because if I let go on the subject of how well you prepare things to eat I'm likely to tear the lining out of the dictionary and sink us all in a sea of synonyms. Shakespeare was a good guy in his time and batted close to the top of the percentage column, but if he ever ate one of your meals and tried to tell how good it was you'd find him in the violent ward gibbering over words."

Ned thrust back his golden hair with a weary hand and tried to look bored, but it was useless. He registered rapt interest. For praise to a real cook is like rain to a tender flower.

"Yes, yes, go on;" he said, "get it off your chest, Mundy, or you might swallow it. And the Lord knows there's hardly room in you for anything more. You're puffed out now like a pouter pigeon. If you didn't have the digestion of an ostrich you'd be ready for an undertaker."

These and other wordy missiles were hurled back and forth until George drove us into the cockpit, saying he needed the room for dish-washing. We were glad to go, and there we sat and watched an early moon rise in skies yet awash with golden light. It was a still, hot night, with not a fleck or ripple even in the path of moonlight which laid across the cove. Against the tall grave pine trees lights flickered in violet shadows, and a faint breeze stirred the perfume-laden masses of foliage to a soothing sigh.

Surely, we thought, there is nothing in all the world to exceed the tranquillity of this quiet place of rest; and the knowledge that we were safely anchored for the night soon called us to our beds.

The time during the following day and a half was spent in a manner common to those who are fond of the great outdoors. We had the ludicrous sense of sneaking away that we used to have years ago—the kid spirit that makes a boy desert the wood-pile. The attractions in the cove were varied enough to prevent any of us from being bored. A salt-water plunge over the boat's side before breakfast cleared away the cobwebs and set us up for the day. Then, a long walk through the woods, between cathedral-like spires, treading on a soft carpet of pine needles, and back to the spring to rest on moss-covered banks, where we watched the brook leap down hill with drowsy, contented eyes. Our bathtub was a fresh-water pool walled in by trees, its ceiling formed by the heavens above, and heated by the blazing sun. Here we w· hed and scrubbed until our skins glowed, feeling sure that no white enameled city tub could give the same healthy stimulation. Sleeping, eating, and working in the bracing salt air began to change our slightly pale faces to a deep brown; breathing became easier, muscles stronger, and life a thing more to be desired. Those of you who have breakfast in bed and a chauffeur to carry you to stuffy offices, just pause to give this a moment's thought, and perhaps you may see your way clear to place an order for a motor boat.

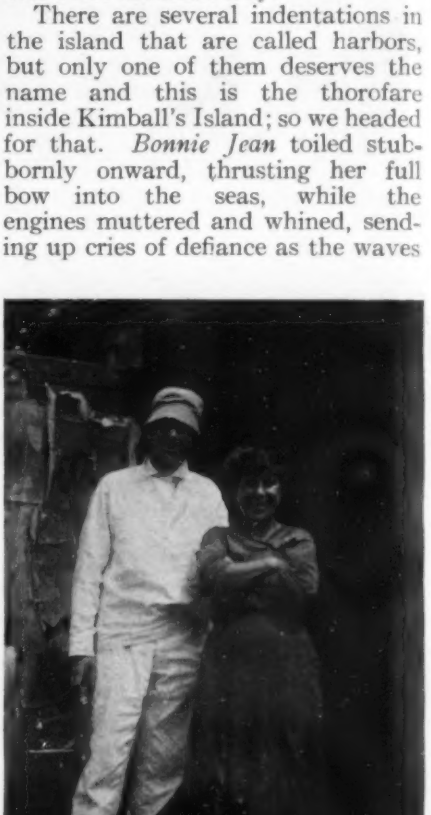
Every well regulated cruise has, or ought to have, an objective point. Most of our cruises are so arranged, and each year we plan on visiting some place a little farther to the eastward; always choosing if possible a spot that our yachting friends have not as yet discovered. This year we had Isle Au Haut in mind, and it filled the bill in every way. It was farther to the east than we had ventured before, and none of our acquaintances, except Maine skippers, knew anything about it.

They, the skippers, said is was a landmark much used by coasters and a great place for berries. Both bits of information aroused our curiosity, but perhaps the high-sounding name attached to the island had more to do with our final decision than anything else. Any island with such a distinguished name must have rare qualities. Very likely it was literally soaked in history and covered with fishing villages. At any rate, it was a new place to go.

So thinking, we left Perry's Cove and sailed through Fox Island Thorofare to Goose Rock light, where we set a course for Isle Au Haut. At first the sea was smooth, but when we left the shelter of Vinal Haven Island the long, heavy ocean swells, sweeping the whole width of the Atlantic ocean, lifted and tossed *Bonnie Jean* like a chip. A smoky sou'wester was in the making and we were getting the benefit of it.

Isle Au Haut, meaning High Island, seems a very appropriate name for this natural sailor's guide, when one first sights its lofty top standing in relief against the horizon, for it catches the eye from all approaches. It is considered to be the boundary line for the eastern limit of Penobscot Bay; although the strip of water through which we were then passing is named on the chart Isle Au Haut Bay.

There are several indentations in the island that are called harbors, but only one of them deserves the name and this is the thorofare inside Kimball's Island; so we headed for that. *Bonnie Jean* toiled stubbornly onward, thrusting her full bow into the seas, while the engines muttered and whined, sending up cries of defiance as the waves



Mundy and Mrs. Scroggins.

grew higher. Soon we reached the light-house at the mouth of the harbor and Isle Au Haut loomed above us like some kindly giant over little creeping things. And presently we were riding on still water between the two islands. We had reached our goal. The reason for so little being said about this island with the big name was plainly evident—there was nothing to say.

The scenery came up to expectations, but the chill emptiness and stillness about the place we found most depressing. The fishing village of our mental picture was a myth, there being only a few tumble-down

shacks scattered along the waterfront, backed by summer cottages on the hillside above. The only evidence of life on Kimball's Island was a flock of sheep grazing near a solitary farm house. A fair sized fleet of motor boats lay at anchor, all deserted but one near our berth, whose owner was busy cleaning fish and throwing the entrails overboard to feed the ever-present and always hungry gulls.

Our appetites were nearly as voracious as those of the gulls and nothing would satisfy us but lobster; so we rowed alongside the fisherman prepared to buy a liberal supply. The man said he had no lobster and didn't know where we could get any; he likewise told us other things about food in general which added to our discomfiture. Every hen thereabouts was working for the summer people, and the only cow on the island had just calved and she needed the milk for her offspring. In pre-war days the Vinal Haven steamer used to bring supplies to the fifty islanders living there, but it had stopped making the trip on account of the scarcity of coal; now the natives depended entirely on motor boats for freighting. These boats average around thirty feet in length and are of a type adapted to the locality. They are open boats, with a pilot house near the bow which is open at the back, and each boat is rigged with a jigger sail at the stern to keep her headed into the seas when not under way. The engines are mostly two-cycle Mianus, Hubbard, or Lathrop. They are used the year round because the boats are kept in the water all winter.

During the conversation Ned asked about the history of Isle Au Haut, saying he understood that Champlain discovered and named the island in the year of 1605.

"Yes, sir," said our friend, with a dry smile, "I guess that's the whole story; he named it and then went off about his business. And so far as I know nothin' of any account has happened here since."

We agreed heartily with this statement, but we were quite skeptical about being deprived of lobsters. They grew here—we knew that; and have them we would, some way or other. Therefore, taking a tuck in our several belts, we set out on a tour of investigation, each one going in a different direction. The lobsters were secured—never mind how; we had them! And, besides, we came back with three quarts of the finest wild strawberries that ever grew on a hill-side.

Although ten o'clock at night is not a proper time to eat hot boiled lobster, except in a hotel, a moonlight walk over the hills offset the indiscretion and we slept like dead men.

The next day, on our way out of the harbor, a number of things occurred to mar the perfect morning: For one thing the starboard gear heated and smoked so much that the engineer thought it best to make the five-mile run to Deer Island on one engine. Then, again, the cook was not himself; he had a grouch. The beans had spilled all over the oven and he was in a fine rage. As a matter of fact he was plain sick, and no amount of frivolous conversation would cheer him up. George called his attention to a fish-hawk flying about its nest on the spindle near the harbor's mouth, saying it was common knowledge that this bird had the same nest long before the light-house was erected ten years ago. Ned responded with a grunt more expressive than a ten-minute speech of firecracker adjectives. Doc looked him over and found that the patient had carelessly got hold of the wrong tube and cleaned his mouth with shaving soap instead of tooth paste, which put a crimp in both his stomach and disposition.

The cruise was now well under way, and it took on a new aspect. This part of the coast was new to us and one place was as good as another, so we decided to drift along, stopping anywhere night found us. But first the troublesome gear must have expert attention. It would run cool for hours and then, without any apparent reason, get almost red-hot. No, it didn't slip; and grease oozed from every pore. It was rather mysterious; so we limped up to the dock at Stonington and began searching for a mechanic. We found Frank Judkins, the local engine man, in his blacksmith shop, and he came at once with a bag of tools exactly like a doctor making a call. He asked for the symptoms, made a thorough examination, and diagnosed the gear's ailment as salt-water in the gear-case, which washed the collar free from grease. For treatment he prescribed oil in Allopathic doses to be applied where the shaft passed through the aforesaid collar. He also advised removing the water.

After paying the engine doctor his fee of fifty cents, we took shore leave to learn what we might about the town and replenish our depleted larder. The bulk of Stonington clusters closely around the waterfront, where most of the business is transacted; the main street running parallel with the shore and rambling off over the hills into the country. From some of these elevations a good view may be had of the whole district. Looking back along the indented coast line, we were impressed with the vast importance of boats to people living here. The place was literally alive with them—everything from rough old granite carriers to the little one-lunged motor boats that ferry their owners to and from the mainland. Wharves serrated the water's edge, projecting from weather-beaten warehouses, alongside of which lay bare-masted fishing schooners, some there for repairs and others discharging cargo. The hills above, turning roundly down, were sere and showed everywhere the gray glint of rock; for granite quarrying is the principal industry of Stonington, and the stone to build many a New York sky-scraper came from Deer Isle.

There is one little job of which the Stonington residents are justly proud: At Crotch Island, in the year of 1915, they took out a single piece of granite that weighed one hundred and ten tons. It was loaded on a schooner and carried to West Point, where it was used for the base of a statue. The statue is of George Washington.

This is only one of the many feats accomplished by these hardy state o'Mainers; they are used to doing big things, and a task such as described above is all in the day's work.

In Stonington there was a complete absence of any outward and visible

(Continued on page 78)

FISH-HAWKS have had this nest at the mouth of Isle au Haut Harbor for the last 10 years.

Model Yachts of the Montclair Schools

Once a year the boys of the 7th and 8th grades hold a regatta in which to demonstrate which one of all the craft built in the school is the best

THE annual boat race held by the public schools of Montclair, N. J., proved to be one of the most successful events of the kind in its history.

There were about one hundred boats of all classes, including sixteen motor boats of the 38-inch type driven under their own power. There were gold, silver and bronze medals given for first, second and third places in both workmanship and speed.

Large crowds witnessed the races on Tuesday and Thursday, but the banner attendance was for the finals on Saturday, July 14th. The winners in their respective class follows, with the judges:

The starter was E. F. Judd and the checker, S. W. Williams. The judges at the finish were: J. W. Cavileer, W. K. Dodd and T. T. Sullivan.

The award in the twenty-four inch, or "sharpies," class were:

Workmanship—W. Y. Funk, first prize (E5); M. Stonham, second prize (C3); A. Hawkworth third prize (A4).

Speed—J. Crockett, first prize (E1); A. Faas, second prize (F3); M. Cestone, third prize (B1).

In the thirty-six inch or over (yachts) class, the following awards were made:

Workmanship—J. McDowell, first prize (C9); A Wilson, second prize (F9).

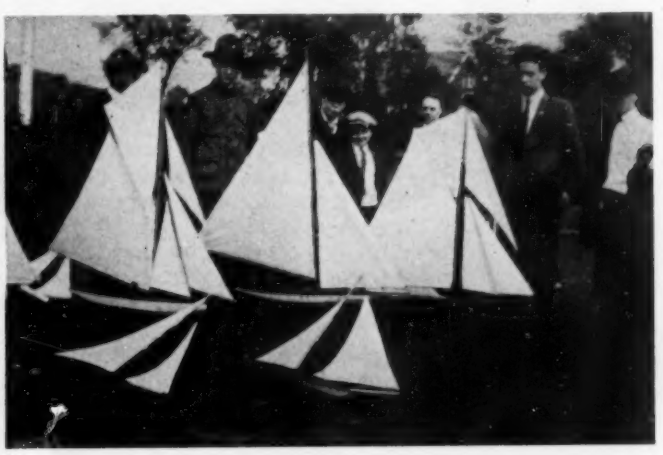
Speed—J. McDowell, first prize (C9); A Wilson, second prize (F9).

The awards in the class for motor boats were:

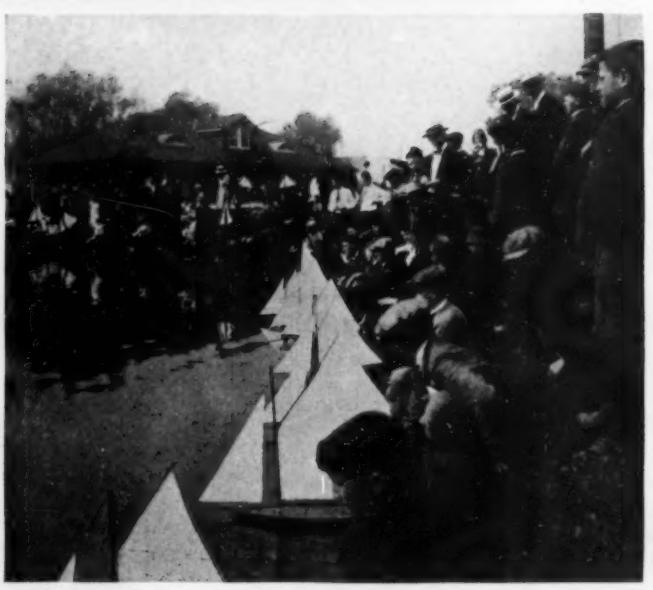
Workmanship—W. Dunbar, first prize; L. Ridpath, second prize; A Conyne, third prize.

Speed—L. Johnston, first prize; R. Foster, second prize; S. Meyer, third prize.

The following boys were given special cash prizes donated by friends of the Hillside School: W. Robinson, $5; H. Burnett, $5; C. Rostrum, $3; W. Dunbar, $1.



THE design and workmanship of these craft are splendid, the boats sail well and provide excellent sport for their youthful owners.



THE boats of the "sharpies" class are 24 in. long by 7 in. wide; they have fin keels and even though being little fellows sail very fast.

How to Build a Thames Punt

A craft of easy construction and one which would be well suited for use on inland waterways

CAPT. R. F. WYKEHAM-MARTIN, R. E.

Courtesy of the Yachting Monthly

THE punt described is the ordinary Thames pleasure punt, 28 ft. long, with 3 ft. beam.

The materials used on the Thames for building these craft are as follows:

Sides, mahogany, ⅝ in. thick. Bottom, yeo deal, 1 in. thick. Treads (as the floor timbers are called), teak or oak, 6 in. and 1¼ in. Knees, oak or teak, ⅝ in. thick. Huffs (the end thwartship boards of the punt), 11 in. and 1¼ in., oak or teak. Deck, ½-in. mahogany or teak, and ½-in. pine. Grating slats, 1 in. x ⅝ in. mahogany beaded on both edges. Grating slat bearers 1½ in. x ⅝ in. mahogany.

I built the punt I am describing in Mesopotamia, with Oregon pine sides and gratings, teak treads and knees. The sides had to be in two pieces, the top strake about 3 in. wide, close jointed with a thread of caulking cotton pressed into the joint which made a watertight job.

The punt turned out a light and easy running one, and pine sides look very well when varnished.

The boards for the sides should be about 15 in. wide, and the grating stuff can be bought ready beaded.

The stocks should first be set up as shown in Figs. 2 and 4.

To make these, screw a piece of 3 in. by 2 in. flatwise on the floor; on the side of this screw two pieces of 7 in. and 1 in. floor board in a vertical position; and across the top of these screw a piece of 9 in. by 1 in. board, horizontally. The top of this must be perfectly level and 2 ft. 6 in. above the floor and 27 in. wide. Projecting pieces can be left on the board, as shown in Fig. 4, to assist in putting up the sides.

Two sets of body stocks as described must be set up with the tops level with one another and the outside faces of the top boards 10 ft. apart.

A pair of stocks for each end must be set up also, similar to the others, but with tops 1 ft. 4 in. wide, and the top board must be level and 11 in. above the height of the body stocks and spaced apart from them, as shown in Fig. 2.

A lighter set of stocks 2 ft. 6 in. wide must be erected midway between the body stocks to give the rocker of the bottom when it is shored down; the height of these must be 1 in. below the level of the top of the body stocks.

When all these stocks are up, properly levelled and braced, as shown in Fig. 2, the bottom boards may be planed up on one side.

The bottom will take four 9 in. boards, and, as it is only 2 ft. 6 in. wide, there will be some wood to spare and a long drawing batten can be made out of it.

Spring a chalk line down one of the boards, two inches from the edge, saw out the batten and plane up the edges true and square. Then take the narrow board, spring chalk lines down it, and saw out a 6 in. wide board with straight and parallel edges. Lay this board on the floor with one 9 in. board on one side of it and two on the other, and, if the four boards cannot be made to close up by pulling them together by hand, the edges of the boards must be shot true till they touch.

The floor boards must now be cleated together with four battens, screwed on the underside to leave the top clear for drawing upon.

The joints must be left slightly open (the thickness of two pennies in a gauge used by some punt builders) and on no account must the boards be cramped up close, for a reason which will appear later.

The four boards being cleated together, snap a chalk line down the center of them and pencil this line in with a straight edge.

Then, starting from the center of the floor, mark off distances of 21 in. each way and square off lines right across the boards, at these points, which mark the centers of the "treads."

Number off the stations so marked,

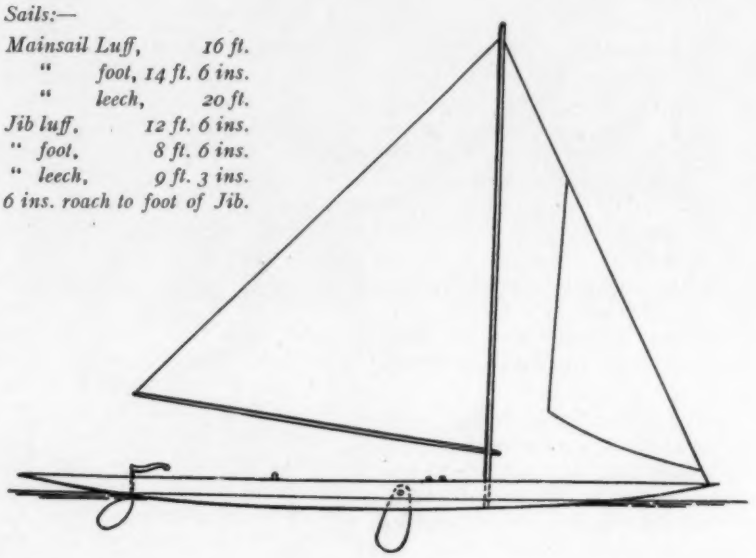
THE punt as built for use on the Thames, England has proved to be a mighty useful boat. Punts are light, easily poled, paddled or rowed, and sail well, especially on smooth water. Modified to suit local water conditions craft of this kind should find favor here in the States.

Sail Plan of The Punt

Mast 19 ft. from step to hounds. Mast stepped 9 ft. 3 ins. from stern. Leeboards bolted 3 ft. 6 ins. abaft mast. Jib sheet leads, 2 ft. 6 ins. abaft centre of mast. Main sheet block, 8 ft. 9 ins. abaft mast.

Sails:—

Mainsail Luff, 16 ft.
" foot, 14 ft. 6 ins.
" leech, 20 ft.
Jib luff, 12 ft. 6 ins.
" foot, 8 ft. 6 ins.
" leech, 9 ft. 3 ins.
6 ins. roach to foot of Jib.



as shown in Fig. 1, and from the line showing "top of floor" mark off the half breadths at five stations as follows:—

No. 4, half breadth, 1 ft. 1½ in.
No. 8, " " 1 ft. 3 in.
No. 12, " " 1 ft. 1½ in.
Ends 8 in.

Drive some panel pins into these half breadth marks, and bend the long 2 in. fairing batten, round the nails, fair it with the eye and pencil in the curve of the side.

Mark off half breadths at each station on the other side, so as to get the two sides alike, and draw in the line of the side as before.

From the center lines of the "treads" measure off distances of 3 in. both sides and square lines across the boards, which will give the position of the 6 in. treads.

Now set a bevel to the angle of the flare of the side, which in this punt is 99°, and saw out the bottom of the punt as near as possible to this bevel, but just outside the line to allow for trueing up.

The floor must now be set up on edge and the edges planed up to the correct angle of flare.

This must be very carefully done, not only to get the correct bevel, but to also make a true fair curve to the edge, without "humps" in it, so that the sides when screwed to the bottom will bed in close and make a watertight joint.

When both edges are bevelled, the bottom can be shored down into position on to the body stocks, and screwed to them with four fine screws.

Now take a length of the 6 in. x 1¼ in. oak or teak and lay it across the "tread" station at No. 8 and mark the shape of the top of the bottom of the punt on the underside of the tread, with a marking knife; then with the bevel mark up each side of the tread the angle of flare, and join the two lines across the top; do this for both ends of the tread and then saw it out and plane up the ends to the angle of flare.

Now out of a ⅝ in. board cut out two knees of the shape shown in sketch (Fig. 3), taking the height of the stem plan (Fig. 2) and allowing for the flare, rabbet out the side of each knee ⅛ in. deep, to fit the side of the tread; then notch out the side of the tread ½ in. deep and fit the knees carefully and screw them on to the tread with two 1½ in. No. 10 brass screws.

Note.—Thames punt builders generally mortice the knees into the centers of the treads and through fasten them with a ¼ in. brass pin, but I think the shouldered method is the best.

Now the tread with its pair of knees complete can be screwed into position on the punt floor, using 1½ in. No. 10 screws, countersinking them well in from the outside, as the bottom will have to be planed up.

Try the angle of the flare of the knees and bend a piece of board round the edge and the knee to see that it is all fair and that the knee does not project too much; if it does it must be planed away.

Next, two complete treads and knees must be fitted at Stations Nos. 5 and 11, but in these the knees must be given the proper bevel in a fore and aft direction as well. Also, as all knees are to be fitted vertically, the angle of the notch in the side of the tread must be marked on the end of the tread with a plumb rule.

These three frames, when fitted, are used as moulds to fit the sides on to the bottom; all the other treads and knees are fitted after the sides have been screwed on.

Before fixing the sides mark off all the other treads ready for sawing out, as it is much easier to do this at the present stage than later on.

Also it will save time if all the grating stuff is sawn up, as the 1 in. by ⅝ in. battens can be laid across the bottom on a couple of the 1½ in. by ⅝ in. grating bearers and a straight edge laid across two threads, and the size of the grating is in this manner more easily got at than by fitting in each batten, when the sides are up.

The grating battens should be cut to the flare level and should be ¼ in. slack between the sides and the grating beams the same between the treads, as they swell considerably when wet.

The grating stuff can be kept cut up till the sides are up and then nailed together, when the after treads are fitted; the nails should be 1½ in. by 14 gauge countersunk head copper nails clinched on the under side.

The three sets of knees being set up, the sides can now be marked off.

Put up one of the side boards on to the horns left on the stocks, cramp it on to the three knees, and shore it in to the bottom edge with a couple of shores, near the body stocks; then the side board must be carefully bent round until it reaches the ends of the punt, taking care that the board follows its natural curve and is not forced in an up or down direction.

Shore the side board in at each end of the punt and pencil round it the curve of the outside of the bottom; make a couple of fitting marks between the side and the bottom, and take down and saw it out.

Then put the side up again and refit it, as mahogany usually "casts" when the end pieces are cut off, and it may be ¾ in. out.

If the side is not bent round carefully to the natural curve of the wood and is forced into position, when the punt is completed and is unscrewed from the stocks, the spring of the sides will twist the punt, and this looks very bad.

(*Continued on page 66*)

The Advantages of Standardized Construction

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The side being up in position and correctly lined off, mark off on the side the height of the outside of the side at the two swim knees, the center knee and the ends, which are as follows:—

No. 5.....11½ in.
No. 8.....12½ in.
No. 11.....11½ in.
Ends..... 1⅛ in.

The ends are marked at the point where the underside of the bottom cuts across the underside of the "huffs," that is 3 in. inside the overall length each end, so as to allow of the "huff" being notched into the side 1⅛ deep.

Take the side down, drive some panel pins into the marks made as above, and bend the long faring batten round the nails, altering the nails slightly till the batten shows a curve fair to the eye, then mark off and saw it out. The curve so marked should give about ¾ in. sheer to the punt's side, when fixed.

Plane up the edge to a fair curve. The top edge of the side will finish with a horizontal surface, and, as the side is flared, there will be a corner to plane off the inner edge. This should be done before the knees are fitted, or they will be too high.

Before fixing this side up mark out the other board, saw it out and refit it, if it casts.

Make the two sides exactly similar, then shore one up into position, and screw it to the bottom with 1½ in. No. 10 brass screws spaced 4 in. apart and countersunk just flush with the surface.

Lute the joint beforehand with thick paint or white lead and boiled oil.

Starting from amidships, take each of the treads which have already been sawn out to the approximate size, and fit them into position; cut out the notches for the knees, and, when they are fitted to the correct bevel and flare, screw them to the side of the tread with two 1½ in. No. 10 brass screws, and screw the tread into position so that the whole fits in without forcing the side out of its fair curve.

When all the knees and treads are fitted, screw the sides to the knees with two 1½ in. No. 8 brass screws to each of the longer knees, keeping the screws the same distance down from the top and countersinking them neatly in flush.

The top of the knee should be through fastened to the side with an 1¼ in. No. 15 gauge copper nail rooved.

The "huffs" should now be fitted; these are made of 11 in. by 1¼ in. oak or teak, which will finish about 1⅛ in. thick.

The "huffs" will project 3 in. over the ends of the sides; so first cut a notch down the end of each side 1⅛ in. deep by 8 in. long, then chisel and plane off horizontally the portion of the bottom boards which project above the level of the bottom of this notch in the side, so that the bottom boards finish to a feather edge and the huffs when placed in position bed down flat on the splayed part of the bottom boards.

Bevel the huffs fair to the side and round the ends.

At the end of the punt, where the deck comes, notch down the side ½ in. deep to take the deck, and rabbet out the fore edge of the after end huff 1 in. wide and ½ in. deep to receive the ends of the deck planks.

Now screw the huff in, luteing the joint with whitelead and boiled oil.

Deck beams can now be fitted; these can be out of ¾ in. deal 2 in. deep at ends and rounded out to 1½ in. deep at centre; and, by the way, the knees under the deck should not finish to a feather edge, but should have the top ends left ¾ in. wide to receive the beams.

A bulkhead ⅝ in. thick, is fitted across the punt and screwed to the forward face of a pair of knees, as shown in the drawing, and a small door formed to give access to the locker so made.

Now paint two coats white paint the interior of the locker.

The deck can now be fitted; this can be in two pieces, but it is much better to make it out of alternate narrow planks of teak and pine about 3 in. wide, and each tapered off to suit the width of the huff at the other end.

The deck planks must oversail ⅝ in. the fore edge of the bulkhead and be finished half round.

The gratings can now be fitted as before described.

Now turn the punt over, plane up the bottom and give one coat of paint before turning back.

There should be a brass lashing eye, with loose ring, fitted into the centre of the fore end huff, and on each side of it a brass plate let in flush, size 2 in. by 2 in. by ⅛ in., with a ⅝ in. hole in center. This hole is continued through the huff.

The lashing eye usually has a 6 ft. length of ⅛ in. galvanised chain shackled to it and a galvanised pin about 8 in. long at the end of the chain, which can be dropped through

(Continued on page 83)

FIGURE 1

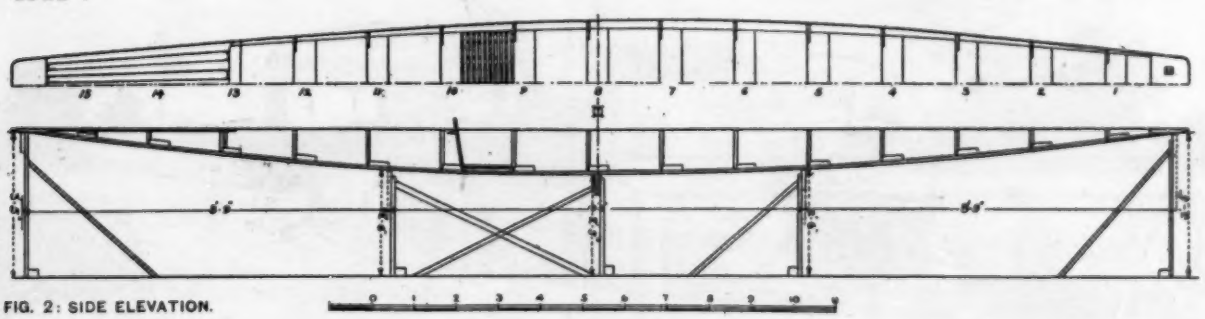

FIG. 2: SIDE ELEVATION.

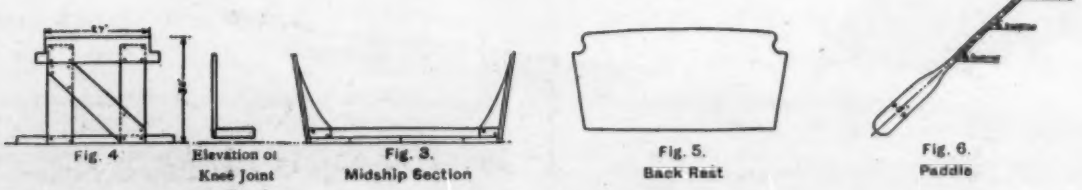

Fig. 4 Elevation of Knee Joint to Tread

Fig. 3. Midship Section

Fig. 5. Back Rest

Fig. 6. Paddle

The inner half-breadth line is the top of floor; the outer, the outside of side. Note: All the lower sketches except that of paddle are drawn to twice the scale of the upper ones.

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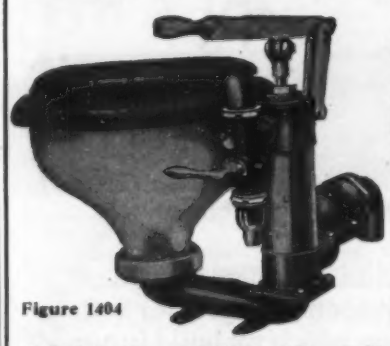

Figure 1404

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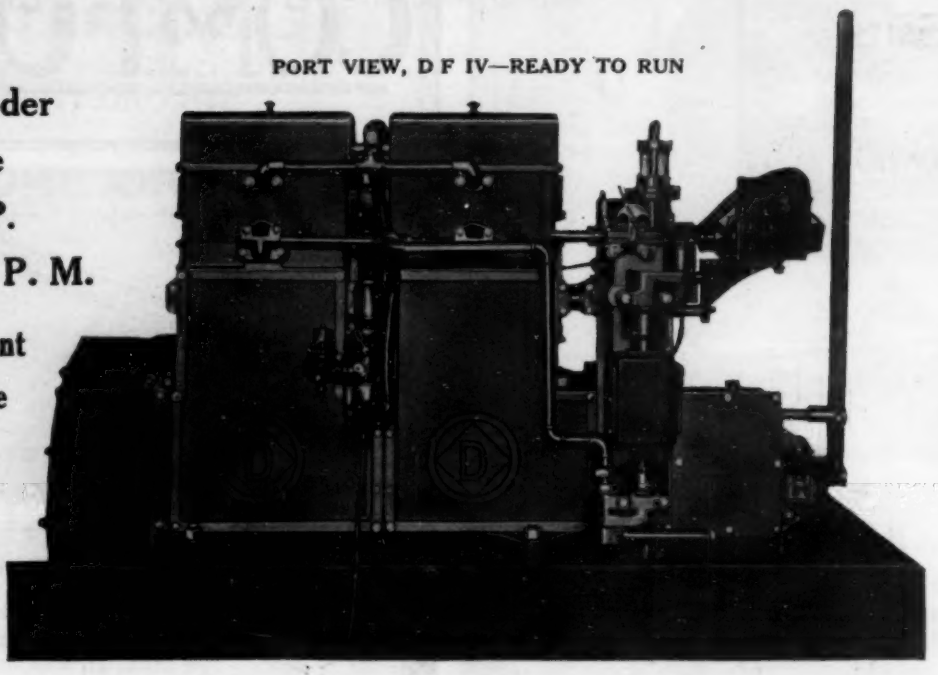

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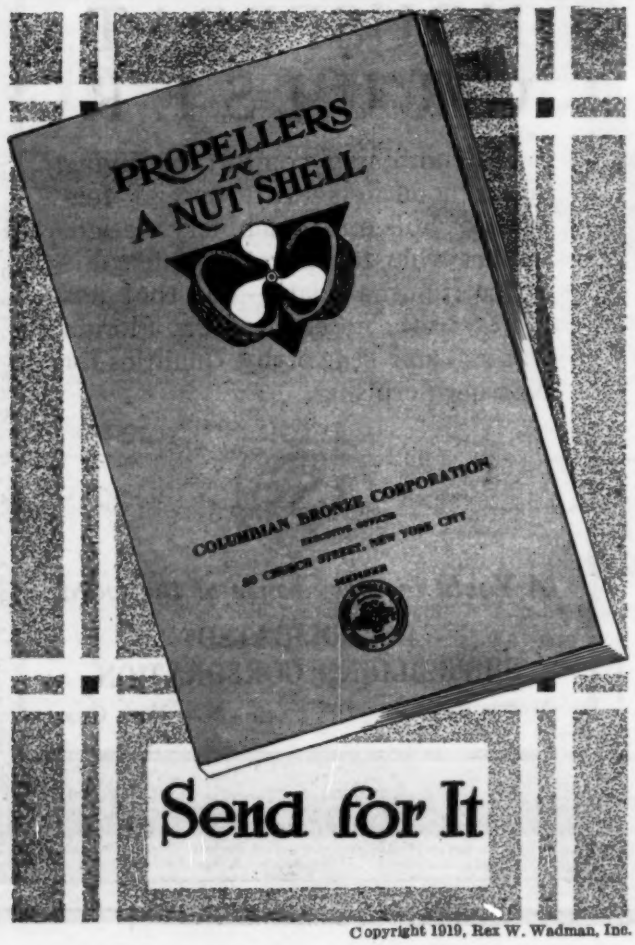

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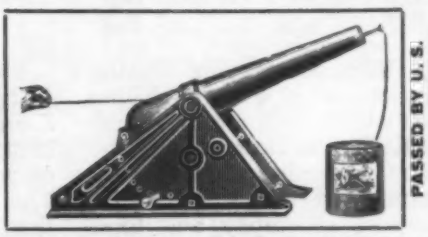

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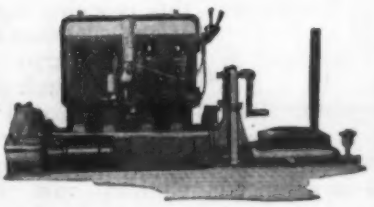

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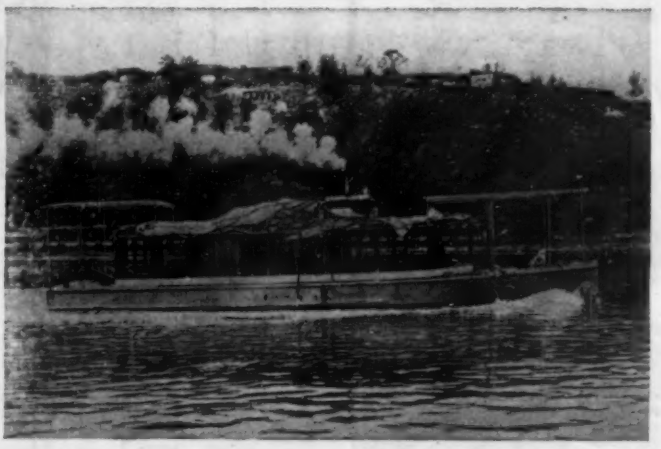
A Launch for Exploration Purposes



ELEANOR II is a tunnel sterned craft designed especially for use in the shallow waters of the upper Amazon River.

THE accompanying illustrations are of a 45 ft., shallow draft launch, built for Dr. Hamilton K. Rice, of Boston.

Dr. Rice has devoted the greater part of his life to the study of geography and topography of the practically unknown Rio Negro regions of Brazil. His fifth trip through these uncharted regions will be made during 1919 and 1920, in this tunnel stern craft, accompanied by his wife, who was formerly Mrs. George D. Widener. A wireless operator, a geographer, and an engineer, will also accompany him.

The launch used by Dr. Rice's party on his last trip was built by the Gas Engine & Power Company and Charles L. Seabury & Company, Consolidated, Morris Heights, New York, N. Y., which company is now known as the Consolidated Shipbuilding Corporation. The fact that Dr. Rice has returned to this well known boat building firm for his latest boat, is proof that their methods of boat construction is creditable and entirely satisfactory.

This tunnel stern launch is 45 ft. long by 14 ft. beam, with a draft of 2 ft., and is heavily built to withstand the rough usage she will meet in the rapids. The extreme shallow draft of this boat is due to the tunnel construction of the stern which also serves to protect her wheel from obstructions. One of the accompanying illustrations shows the tunnel construction of the stern. The power plant consists of a 30 horse power 6 in. by 6½ in. air starting, Meitz kerosene engine. A Delco ¾ K. W. generating set furnishes power for electric equipment. The fuel tanks have a capacity of 1200 gallons which allows a cruising radius of 1800 miles at 8 miles per per hour.

A chain locker is arranged in the forepeak, entered by a galvanized iron deck plate. The tank compartment is next aft, followed by the forward cabin. The steering wheel is arranged forward in this cabin with compass and binnacle; on either side transom seats are arranged with lockers under. Entrance steps are fitted on the port and starboard sides, with the propelling machinery and Delco generating set located as shown on drawing. On the port side is the toilet room, the starboard side, the galley—fitted with kerosene oil stove, sink, dish rack, drainboard, lockers, etc.

The after cabin is fitted with built-in transom berths on the port and starboard sides, with lockers under. A dresser is installed in the after end with spring cushion seats with lockers under on either side. This cabin is fitted with two large lockers, gun racks, etc. The bath room is located on the port side forward. Under the after deck a second fuel tank is arranged. Following this is locker space for stowage of miscellaneous gear, stores, etc. This compartment is accessible by two 18 deck plates. Towing bitts are located on the port and starboard sides of deck.

Awnings, supported by galvanized iron stanchions and spruce spreaders, cover the forward and after decks, and hinged copper screens, arranged to swing inboard, enclose all openings.

The boat as a whole is uniquely designed, splendidly built and equipped for its long trip in South American waters and reflects the capabilities of its designers and builders.

The launch has been completed and delivered to Dr. Rice at the docks of the builders at Morris Heights, New York, N. Y. From the accompanying photograph it is needless to say that while this boat was on her trial trip in the Hudson River she attracted considerable attention, as this type of boat is rarely seen in these waters.

Following the acceptance by the owner, the boat was dis-

(Continued on page 78)

A DEEP tunnel in which the propeller revolves makes possible a craft of extreme light draft.

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We bombed the Fritzie U boats and chased them off to sea,
But chasing grub on SHIPMATES cooked has been a joy to me."

——The SHIPMATE was there. First in war, first in peace, and first in the hearts of sailormen.

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Established 1830 STAMFORD, CONN.

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Nearly three quarters of a century of sea service has stamped the ✠ Line "Dependable." Fast Baltimore Clippers, queens of the sea in their day, made record trips around the Horn and to Liverpool equipped with our fittings. The impress of that skillful workmanship of an earlier day still characterizes ✠ Marine Hardware.

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"Sea Craft Suggestions and Supplies," enlarged edition—216 pages. Full of useful ideas. Tells how to box the Compass and what is proper Ground Tackle; gives hints on Steering Gear, Shaft Bearings, Buoys, Rope, etc. Mailed only on receipt of 25c. Well worth having.

Noslack Wheel Keeps Your Tiller Tight

Drum made in two sections—easily separated. By simply rotating the two sections in opposite directions, the Tiller Rope may be slackened or tightened at will. You can use sash cord on your Noslack with perfect success. Meets a long felt want. At your dealer's or write us.

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Mfrs. of Maxim Motor Boat Silencers

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THE ROCKING OF THE BOAT KEEPS IT DRY WITH THE ROCK-A-WAY WAVE MOTOR PUMP

THE ROCKING OF THE BOAT CAUSES WEIGHTED LEVER TO ROLL FROM SIDE TO SIDE ON PIVOT. SHORT END OF LEVER WORKS PUMP.

OLD PUMP PRINCIPLES WITH PERFECTED AUTOMATIC MECHANISM, SIMPLE IN CONSTRUCTION AND

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Lifts Water Readily 3 to 4 Feet
Pumps One Quart Every 40 to 50 Strokes

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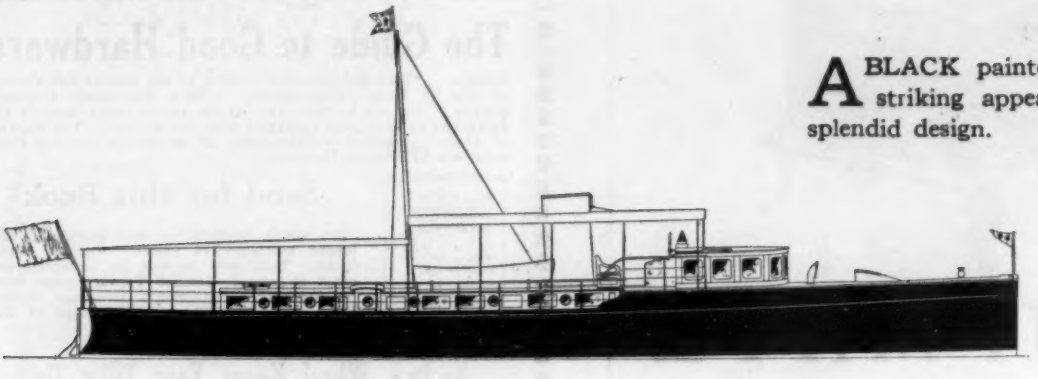
A Twin Screw 80 Footer



A BLACK painted craft of striking appearance, and splendid design.

THE drawings herewith, of a motor yacht which will attract unusual attention when she is afloat, show a clean lined black painted and mahogany trimmed craft which was recently designed by the Luders Marine Construction Company, Stamford, Conn.

Over all her length is 80 ft. with a width of 14 ft., while her draft is approximately 3 ft. 9 in.

Within these dimensions are remarkable accommodations as follows: beginning at the bow are the crew's quarters with adjoining bath room, and including a separate room for the captain. Abaft these are the dining saloon and galley; both apartments of ample size to assure comfort for those aboard. Next, and practically amidships, is the motor room fitted with twin engines, fuel tanks, independent lighting plant, and a built in full length seat with tool lockers under it. There is also a wash basin in the engine room which is a feature which will appeal to every engineer, and a feature generally overlooked by yacht designers.

The main cabin is handsomely furnished and provides every convenience for extended cruising. A vestibule connects the main cabin and a double state room aft. There is a bath room which adjoins the state room fitted with tub.

The yacht is handled from the bridge deck while additional deck room is provided aft for owner and guests.

The construction is of Luder's best; white oak framing, cedar planking, mahogany trim, and copper fastened throughout.

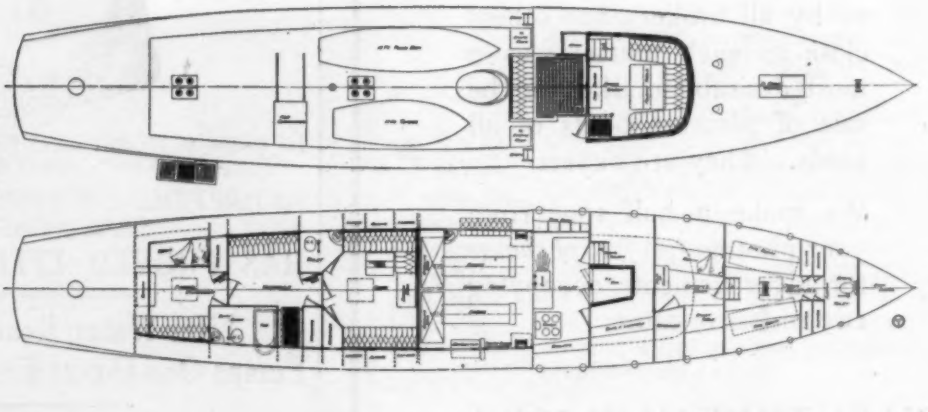
The yacht will be used in New York waters and will have a speed of 16 miles an hour.

Trophy for Canoeists

CORNELIUS VANDERBILT, JR., has presented a perpetual trophy, to be raced for annually, to the American Canoe Association, which staged its annual races on July 4th at 4 o'clock at Georges Island, Hudson River near Peekskill.

The trophy is in memory of Walter Bonk, son of Capt. Bonk of the New York Fire Department, who was killed in action in France. Both Vanderbilt and Bonk were bunkies together at Spartanburg and in France. They were despatch drivers for the headquarters troop and drove together, Vanderbilt in a machine and Bonk on a motorcycle.

THE cabin is conveniently arranged and provides unusual cruising accommodations.



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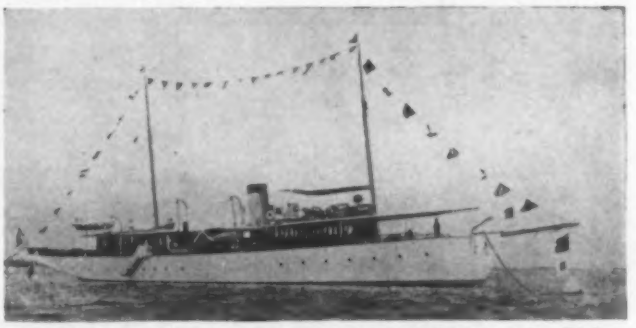
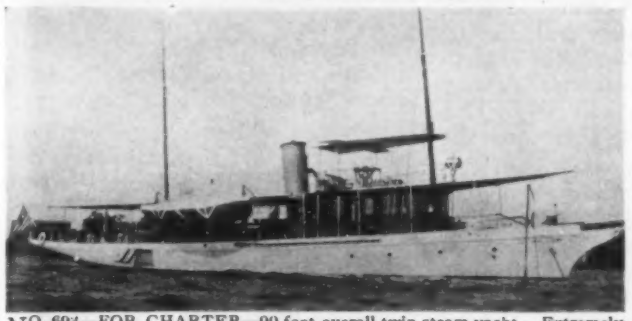
Large List of American and European Yachts of All Types—For Sale, Charter or Exchange. Commercial Vessels. Insurance. Descriptions and Photos Submitted upon Receipt of Inquir

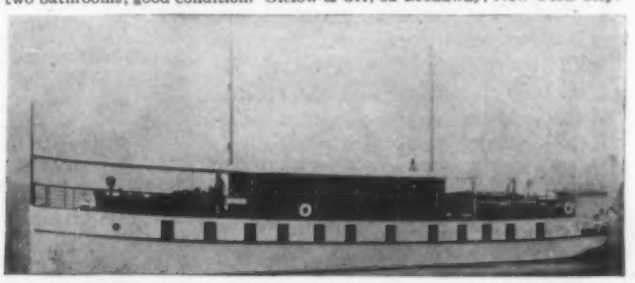
NO. 5880—FOR SALE—Most commodious 107 foot cruising houseboat. Built 1917. Luxuriously furnished. Two double and four single staterooms. Three bathrooms. Hot water heated. New electric plant. Now in commission. Gielow & Orr, 52 Broadway, New York City.



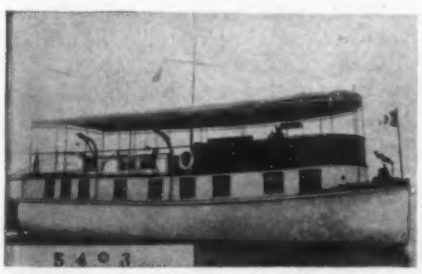
NO. 1656—FOR SALE—Attractive 131′ x 17′ x 6′ 9″ steam yacht. Dining room and social hall on deck; three double and three single staterooms; two bathrooms; good condition. Gielow & Orr, 52 Broadway, New York City.



NO. 693—FOR CHARTER—90 foot overall twin steam yacht. Extremely attractive craft. Bath room, double stateroom, large cabin with four comfortable berths; sleeping accommodations for six in owner's party; dining room in deckhouse. Gielow & Orr, 52 Broadway, New York City.



NO. 5006—FOR CHARTER—Desirable twin screw 100 foot cruising houseboat. Speed 12 miles. Deck dining room and lounging room Seven staterooms, three bathrooms. Now in commission. Gielow & Orr, 25 Broadway, New York City.

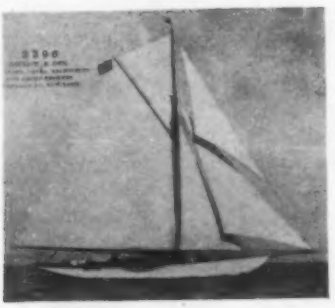


NO. 5403—CHARTER—Consider Sale—Desirable 50-foot cruising house boat, 4 staterooms, standard motor, bridge control, recent build of extra heavy construction. Suitable Northern and Southern cruising. Gielow & Orr, 52 Broadway, New York City.

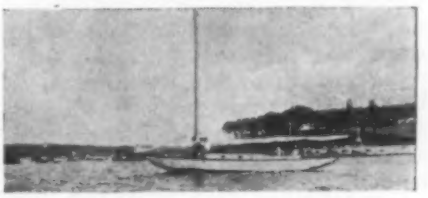
NO. 2549—FOR SALE—Attractive keel cruising sloop. 50 foot deck, 30 feet W. L. 11 foot beam. Built by Lawley. Fully equipped, perfect condition. Inspectable Boston. Gielow & Orr, 52 Broadway, N. Y. City.

NO. 4527—FOR SALE—Attractive 40 foot raised deck cruiser. Sterling engine, with new electric self-starter. Sleeping accommodations, 5 persons. Thoroughly overhauled, now in commission. Gielow & Orr, 52 Broadway, New York City.

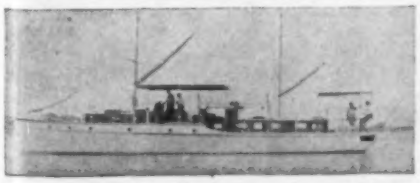
NO. 3241—FOR SALE—Handsome Lawley built auxiliary keel schooner. 80 foot W. L. 23 foot beam. Steel construction. Standard motor, speed 8 knots. 4 staterooms. Fully found and perfect condition. Gielow & Orr, 52 Broadway, N. Y. City.



FOR SALE—No. 3396—Attractive keel sloop, 76′ x 15′ 4″ x 9′ 4″. Built by Herreshoff. Flush deck and cockpit. Sails new 1916. Two double staterooms and bathroom. Gielow & Orr, 52 Broadway, New York City.



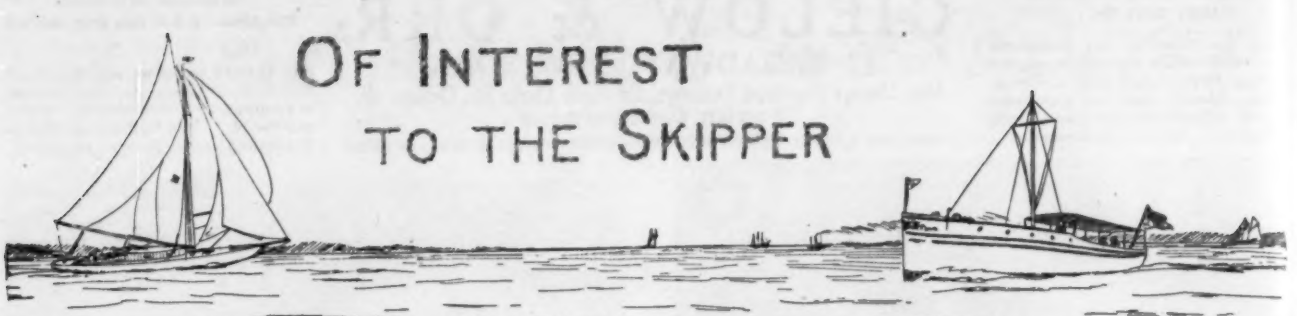
NO. 2547—FOR SALE—Desirable 40 foot auxiliary knockabout. Draught 5 feet. Good sea boat. Sleeping accommodations 6 persons. Now in commission. Gielow & Orr, 52 Broadway, New York City.



NO. 4606—FOR SALE—64′ sea going cruiser. One double, one single stateroom. Heavy construction. Completely equipped, including launch ender. Gielow & Orr, 52 Broadway, N. Y. City.

NO. 2970—FOR SALE—Lawley built auxiliary yawl. 46′ x 10′ 6″ x 7′ 6″. Thoroughly overhauled, now in full commission. Sails new 1916. Inspectable near New York. Gielow & Orr, 52 Broadway, New York City.

NO. 1878—FOR SALE—Desirable 60 foot auxiliary keel schooner. Built on fisherman model. Partly in commission. Fully equipped. Exceptional bargain. Able sea boat. Gielow & Orr, 52 Broadway, New York City.



OF INTEREST TO THE SKIPPER

A Pump Which is Different

THE Rock-A-Way automatic pump for yachts, motor boats and other small craft is the first practical article of the kind to be placed on the market and the manufacturers claim to have spent considerable time in working out the idea to a point where it can be relied upon to do the work.

The principles embody nothing new. A lever connected to a piston which operates some arrangement of valves to pump water is, of course, very old indeed. In this case, however, the lever works in a horizontal plane and being heavily weighted at one end is capable of exerting considerable power, proportionate to its weight and length, when moved from side to side.

As noted in the accompanying cut, the weighted lever, which swings on a pivot, is supported at the heavy end by a comparatively large wheel and has its short end connected to the piston of the pump. This large wheel rests upon a smooth track and as the rocking of the boat, expecially when at anchor, raises first one end of the track and then the other the lever rolls from side to side, the large wheel being very sensitive to slight inclination. In fact, the mechanism has been arranged throughout so as to offer as little friction as possible and thus ensure the maximum amount of power for pumping water. The manufacturers claim this size pump to lift water readily three to four feet and to pump one quart every forty to fifty strokes.

This pump seems so simple in construction and the principles are so old that it seems strange that some inventive genius has not furnished a similar article long before this. To those who have felt obliged to go out to their yacht two or three times a week and "pump her out" by hand it is pleasing to know that the Rock-A-Way Pump Co. are now offering relief through an automatic bilge pump.

Sales and Charters

AN exceptional number of yachts of all types has changed hands, the new owners of these craft having placed them in commission or hastening the fitting out of them. Among transactions recently effected by Cox & Stevens of New York are the following:

160 ft. steel auxiliary schooner yacht *Katoura*, sold for Christoffer Hannevig of New York, to Russell A. Alger, N. Y. Y. C., who is fitting out the vessel for a cruise around the world which he contemplates beginning about August 1st. The yacht's name has been changed to *Elfay*. Mr. Alger originally purchased the *Katoura* last autumn from Com. Robert E. Tod, N. Y. Y. C., through the same agency, for the specific purpose of offering her to the Navy Department as a recuperating ship for invalid seamen; as his generous offer was not accepted, he disposed of her through Cox & Stevens shortly thereafter to Mr. Hannevig. A remarkable feature in connection with making the yacht ready for her long trip is the electric driven power plant which is now being installed,—consisting of two Winton-Diesel oil engines direct connected to electric generators driving an electric motor fitted to propeller shaft. This is the first installation of its type to be made in a yacht and is undoubtedly the fore-runner of many others to follow.

118 ft. fast, steel, twin screw power yacht *Alacrity* sold for John H. Blodgett of Boston, to Kenneth B. Van Riper, N. Y. Y. C., for general cruising and express service on Long Island Sound.

110 ft. steel, twin screw cruising power yacht *Cristina*, sold for Fred. M. Kirby of Wilkes-Barre, Pa., to Vincent Astor, N. Y. Y. C., for cruising on local waters.

98 ft. twin screw cruising power yacht *Tuna*, sold for Edward L. Welsh of Philadelphia, to Frank C. Munson of New York, for use on Long Island Sound.

90 ft. twin screw cruising power yacht *Desire*, sold for Clifford D. Abeles of New York, to a local yachtsman for cruising on the St. Lawrence River.

120 ft. gasoline houseboat *Everglades*, chartered for Colonel Robert M. Thompson, N. Y. Y. C. to a member of the New York Yacht Club.

84 ft. cruising power yacht *Luvina*, sold for Herman Hollerith of Washington, D. C., to Wilson P. Foss of New York, for local cruising.

83 ft. twin screw cruising power yacht *Wissoe II*, sold for George Lauder Carnegie, N. Y. Y. C., to Bruce Dodson, Columbia Yacht Club. She has been renamed *Clan* and is now in commission on Long Island Sound.

A unique pump which uses the power of gravity to draw its piston back and forth.

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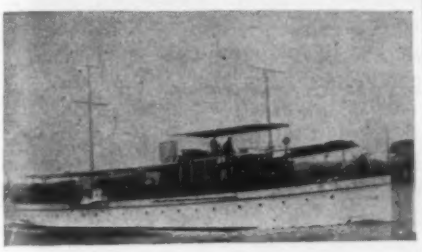
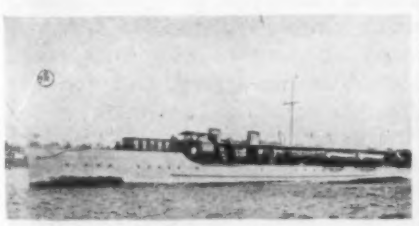
We have a complete list of steam, gasoline and sail yachts, auxiliaries and houseboats for SALE and CHARTER. Kindly let us know what your requirements are, and we will gladly submit photographs, plans and full description of craft nearest approaching your ideas.

NO. 636—FOR SALE OR CHARTER—Modern 150 ft. steel steam yacht; most desirable of type and size available. Excellent accommodation; good speed. First class condition. Cox & Stevens, 15 William Street, New York.



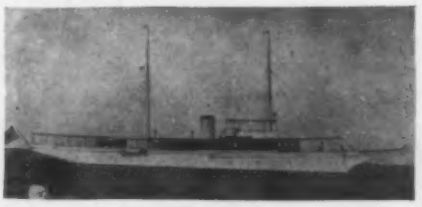
NO. 1796—FOR SALE OR CHARTER—Very roomy, light draft, twin screw cruising power yacht, 99 x 17 x 4 ft., adapted for Florida service. Speed 12–14 miles; Standard motors. Large dining saloon, six staterooms, three bathrooms; all conveniences. Cox & Stevens, 15 William Street, New York.

NO. 154—FOR SALE—Modern 130 ft. flush deck steam yacht. Speed 14 knots; triple expansion engine. Dining saloon and smoking room on deck, 4 staterooms, 2 baths and three toilets, etc. Excellent condition. Price low. Cox & Stevens, 15 William St., New York.

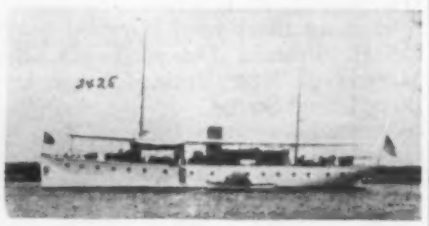


NO. 978—FOR SALE—High speed, triple screw, oil burning steam yacht; 165 x 16 x 6 ft. Speed up to 30 miles. Deck dining saloon, four staterooms, etc. Low figure accepted for immediate sale. Cox & Stevens, 15 William Street, New York.

NO. 3068—FOR SALE—Desirable twin screw power yacht; 84 x 14 x 4 ft. Speed up to 14 miles; two 6 cyl. 70 H. P. "20th Century" motors. Two double staterooms, saloon, bath and 2 toilets, etc. Price low. Cox & Stevens, 15 William Street, New York.



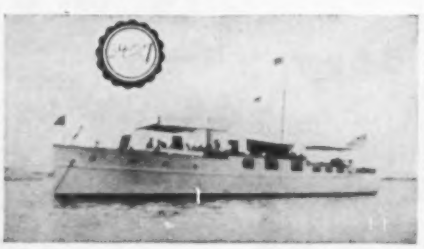
NO. 1225—FOR SALE—Twin screw cruising power yacht; 137 x 15.9 x 7.8 ft. Speed up to 18 miles; two 6 cyl. 300 H. P. Speedway motors. Excellent accommodations. Cox & Stevens, 15 William Street, New York.



NO. 2425—FOR SALE OR CHARTER—Twin screw cruising power yacht; 90 x 16.6 ft. Speed up to 12½ miles; two 6 cyl. 60–90 H. P. motors. Excellent accommodation. Now in commission. Cox & Stevens, 15 William Street, New York.

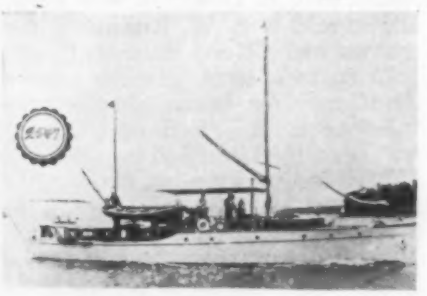
NO. 3324—FOR SALE—Fast bridge deck cruiser; 55 x 8.9 x 3 ft. Speed up to 23 miles; 8 cyl. 200 H. P. Speedway motor. Two berths in cabin, toilet room, large cockpit, etc. Price attractive. Cox & Stevens, 15 William Street, New York.

NO. 2560—FOR SALE—Fast, V-bottom, twin screw power cruiser; 60 x 13 x 3 ft. Built 1917. Speed up to 18 miles; two 6 cyl. Sterling motors. Double stateroom forward; roomy saloon aft with separate galley; two toilet rooms (one with Sitz bath). Low price for quick sale. Cox & Stevens, 15 William Street, New York.



NO. 3427—FOR SALE AT LOW FIGURE—Fast, roomy, twin screw cruising power yacht; 74 x 14 x 3.9 ft. New 1916; Lawley built. Speed up to 16 miles; two 6 cyl. "Speedway" motors 110–120 H. P. each. Large saloon, three staterooms, shower bath, etc. Cox & Stevens, 15 William Street, New York.

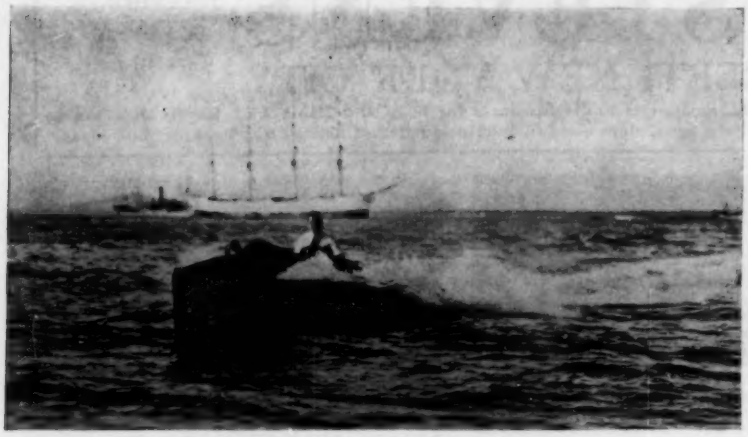
NO. 3560—FOR SALE—Fast Bridge Deck Cruiser; 45 x 10.6 x 3.6 ft. New 1917. Speed 18 miles; 125 H. P. 6 cyl. Sterling Motor. Double stateroom, saloon, galley, toilet room, etc. Price reasonable. Cox & Stevens, 15 William Street, New York.



NO. 2547—FOR SALE—Handsome, modern, exceptionally able gasoline cruiser; 64 x 12.6 x 4 ft. Speed 11½ miles; 60 H. P. 6 cylinder heavy duty motor controlled from bridge. Main saloon, toilet and separate galley forward; engine room amidships; double and single stateroom and bathroom aft. Cox & Stevens, 15 William Street, New York.

NO. 148—FOR SALE—Steel, flush deck, steam auxiliary schooner yacht; 130 ft. overall, 110 ft. waterline, 26 ft. beam, 15.6 ft. draft. Speed under power 9 knots; compound engine; electric lights; all conveniences. Extremely able craft; heavily constructed. Cox & Stevens, 15 William Street, New York.

NO. 1728—FOR SALE—Flush deck steel auxiliary schooner 114 x 80 x 23 x 10 ft. Lawley Build. Speed under power 9 knots, 100-125 6 cylinder Standard Motor. Two double and two single staterooms, large saloon, bathroom and two toilets. Sails new in 1916. Completely found. In excellent condition. Price attractive. Cox & Stevens, 15 William Street, New York.



VULCANO, 26 foot runabout, equipped with a 60-85 H.P. Sterling motor, speed 25 knots. Owned by the Vulcan Iron Works Co. Ltd., Callao, Peru.

70 ft. power yacht *Thuban*, sold for Charles Coryell of Bay City, Mich., to A. E. Dowler of New York, and re-sold to S. W. Rushmore, for cruising along North Atlantic Coast.

75 ft. twin screw gasoline cruiser *Arval*, sold for Donald N. Test of Indianapolis, Ind., to Charles Coryell for use on the Great Lakes.

70 ft. fast power yacht *Hoqua*, sold for Robert M. Curtiss of Chicago, to a Western yachtsman.

96 ft. twin screw power yacht *Lady Mary*, sold for B. E. Niese of New York, to a Western yachtsman, in conjunction with E. B. Jones.

96 ft. auxiliary schooner yacht *Fedalma*, sold for H. Francis Dyruff of New York, to Jan G. Palm of Curacao, D. W. I., for commercial service.

60 ft. twin screw high speed power boat *Mystery*, sold for Mrs. M. Work Hewitt of Tuxedo, N. Y., to Dutee Wilcox Flint, N. Y. Y. C. She has been re-named *Thorobred* and will be used for express service on Narragansett Bay.

90 ft. overall auxiliary schooner *Scotia*, sold for Jefferson Williams of New York, to C. J. Horgen of Brooklyn, N. Y.

68 ft. gasoline yacht *Ocoee*, sold for H. W. & R. G. Blumenthal of New York, to L. M. Mowbray of Brooklyn, N. Y.

55 ft. gasoline yacht *Elithro II*, sold for J. K. Robinson, Jr., of New York, to Captain James Laughlin, 3rd, of Orlando, Florida.

46 ft. gasoline cruiser *Sea Toy*, sold for John D. Barrett of Greenwich, Conn., to H. S. Johnson of Charleston, W. Va., for use on Barnegat Bay.

56 ft. gasoline yacht *Pelican*, sold for H. Gallatin Pell of New York, to Thomas Shaw and F. L. Cleveland of Woonsocket, R. I.

66 ft. auxiliary yawl *Mermaid*, sold for H. Francis Dyruff to H. L. Moreau of New York, for use on Long Island Sound.

80 ft. houseboat *Altamaha*, chartered for McCoy Brothers, to a Western yachtsman.

40 ft. auxiliary yawl, *Lucinda*, sold for a member of the New York Yacht Club to Arthur S. Lyon, Larchmont Y. C.

68 ft. houseboat *Mary Anna*, sold for H. Ashton Little of Philadelphia, to A. Simpson, of New York.

67 ft. power yacht *Gladiola*, sold for Coburn Haskell of Cleveland, Ohio, to Benjamin Frankfeld of New York, for use this season on Great South Bay.

65 ft. power yacht *See W. See*, sold for C. W. Cushman of Syracuse, N. Y., to William Miller of New York, for use in local waters.

60 ft. power yacht *Sumida*, sold for William C. Biddle of New York, to B. F. Hilt, of Baltimore, for use in Southern waters.

55 ft. bridge deck cruiser *Sinbad III*, sold for Gardner B. Williams of Boston, to John H. Rutherford of New York, for use in local waters.

52 ft. express cruiser *Speedway*, sold for A. Watson Blair of Chicago, to a local yachtsman.

40 ft. power boat *Triumph*, sold for A. R. Osborn of Monroe, N. Y., to A. T. Marshall of Hartford, Conn., for use on Long Island Sound.

40 ft. cruiser *Dolphin*, sold for Miss Bertha Schickel of New York to Edward Keil of New York.

36 ft. fast day boat *C-6*, sold for L. L. Driggs of New York, to Charles Allen, Jr., of Providence, R. I., for use on Narragansett Bay.

29 ft. racing sloop *Brilliant*, sold for Dr. James C. Ayer to L. S. Clark of New York.

27 ft. catboat *Sea Maid*, sold for Joseph Miller to a New York yachtsman.

A Foreign Market at Home

FOREIGNERS are making good wages, but have little inclination to spend them. The time is ripe for an educational campaign to encourage them to live in American style, to teach them about American goods, in short to make these thrifty and prosperous people good customers for our products.

How can it be done? Largely through the foreign language press, because three million of their readers did not speak English when the war began, and twice that number were quite un-Americanized.

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There are 1146 American papers printed in foreign languages in the United States (excluding the German which number 483) and 85 magazines, many of them of wide circulation, attractive appearance and tremendous influence. They can become "trade missionaries" of the best sort when used to promote Americanism instead of European traditions. Through articles in his own language addressed to the foreigner describing American ways and standards of living, a desire will be created for the good things America has to offer, and we can expect, therefore, an indefinite expansion of this most profitable market.

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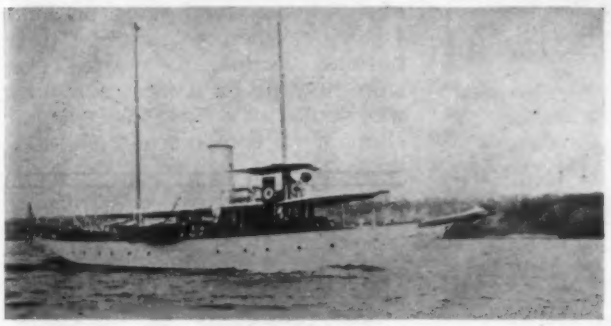
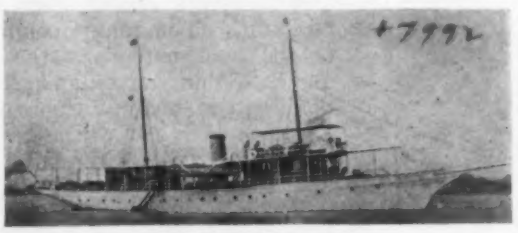


NO. 51—FOR SALE—Price Attractive—Steam yacht 115′ x 95′ x 15′ 6″ x 5′ 5″ draft. Built 1903. Triple expansion engines; Seabury boiler, new 1913. 4 staterooms and 2 saloons. Full particulars, plans, etc., from Tams, Lemoine & Crane, 52 Pine Street, New York.



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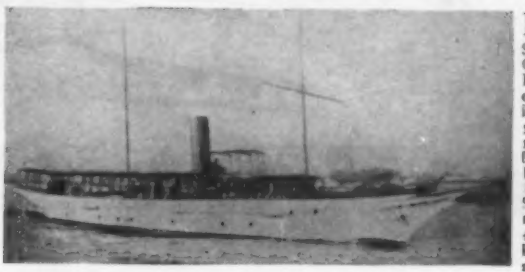

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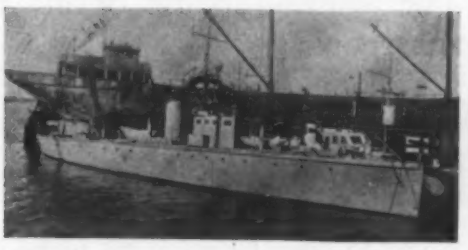

NO. 184—FOR SALE—BARGAIN—Twin screw Turbine Oil burning Patrol boat. Just completed by builders — never used. Make ideal yacht with minor alterations. 113′ 6″ x 16′ x 6′ 5″ draft. Designed by us and built by George Lawley & Son. Full particulars, plans, etc., from Tams, Lemoine & Crane, 52 Pine Street, New York.

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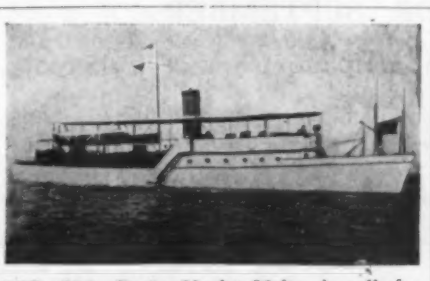

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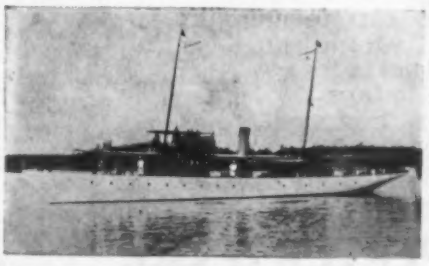

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Wartime Cruising

(*Continued from page 61*)

signs of the war; no patrol boats were there on guard, and it was not evident that nations were engaged in the most gigantic struggle ever known; but we soon found out that war has a trick of showing its teeth, even on Maine Islands. When we returned to the business section, we visited every store hunting for a nice juicy steak; we would, of course, accept lamb chops if we couldn't find a steak to suit us. But apparently we had no choice in the matter; Stonington was rigidly patriotic and didn't use meat of any kind—there wasn't a piece of meat on the whole island!

Although our stroll ended in disappointment, so far as meat was con-

Emma Belle III

(*Continued from page 53*)

pletely enclosed so as to afford full protection in inclement weather.

Mr. Stutz's new 60-footer is the most striking, comfortable and complete cruiser that can be built. The many comforts of the boat extend to the big and little things alike, and reflect deliberate and careful thought.

Emma Belle III will cruise on the Great Lakes this Summer and then later proceed to the Atlantic Coast for a trip to Florida next Winter.

A Launch for Exploration Purposes

(*Continued from page 70*)

mantled. Deckhousing, engine, generating set, awnings, etc., were removed, packed and boxed for export. The hull, which was covered with heavy tarpaulin, together with the equipment, was loaded on board the *S. S. Benedict* of the Booth Line, to be transported to South American waters. Here she will be reassembled and placed in commission for the exploring trip.

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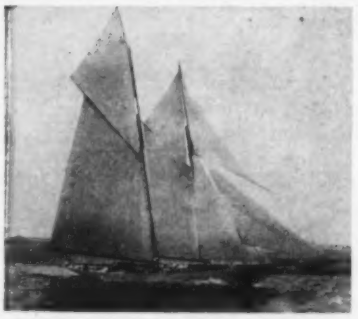
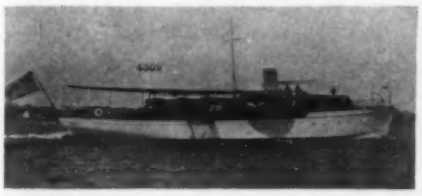


NO. 4270—SALE OR CHARTER—Keel schooner 105′ x 73′ x 18′ 6″ x 11′ 3″. Designed and built by William Fife, Jr., Scotland. Hull coppered. Three double staterooms, main saloon, bath, etc. Splendid proposition. Inspectable New York. Apply H. H. Jennings Company, 1 Broadway, New York City, N. Y.



NO. 4309—SALE OR CHARTER—100 foot steam yacht. Two double staterooms, main saloon, dining saloon, etc. Speed, 13 miles. Apply H. H. Jennings Company, 1 Broadway, New York City, N. Y.

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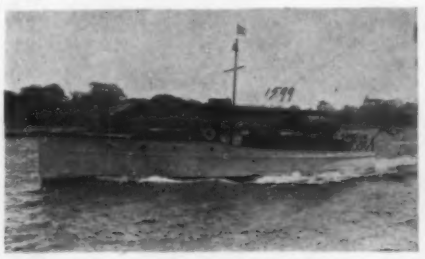
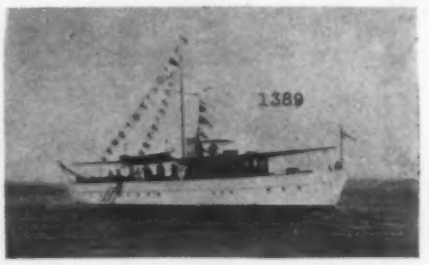


NO. 1599—50 foot bridge deck cruiser. Two double staterooms, main cabin, bath, etc. 50-85 H. P. Sterling Motor. Speed 11 miles. Apply H. H Jennings Company, 1 Broadway, New York City, N. Y.

NO. 2056.—115 foot twin screw power yacht. Steel hull. Four staterooms, dining saloon, social hall, baths, etc. Two 150 H. P. Standard Motors. Speed 12-15 miles. Apply H. H. Jennings Company, 1 Broadway, New York City, New York.



NO. 1389—90 foot twin screw power yacht. Three staterooms, main saloon, dining saloon, bath, etc. Two 100 H. P. Motors. Speed 12-14 miles. Electric lights, etc. Apply H. H. Jennings Company, 1 Broadway, New York City, N. Y.

cerned, we had news that more than compensated for the deprivation. A photographer, Mr. Burton Ames, sold us some pictures of a local character which struck us so funny that we felt it would never do to miss seeing him in action. He was, according to reports, a half-witted squatter who lived with his wife in a hut on Scamp Island, where they eked out a miserable existence digging clams. He was mildly insane on religion, but perfectly harmless, and would deliver extemporaneous sermons whenever he could find a listener. A little preaching would undoubtedly do some of us good, expecially George, who had just scraped his bald head on the hatch and expressed himself forcibly, but the afternoon was wearing away, so we made a short run to Webb's Cove where we anchored for the night.

The cove was another of those still places where we like to stay at night, but this one differed from the others by having for one of its sides a solid rock wall that rose straight up above us, in the middle of which was a large granite quarry.

The workmen had knocked off work for the day and the privacy of our haven was shared only by the birds. There was no atmospheric movement at all; and the stillness was so absolute that a sneeze would have sounded like the world exploding. It was as if we lay in the ventricle of the heart of one of the Pyramids.

A fragrant amethyst veil of smoke rose from the galley smokestack, and the cheering odor of coffee came to us, showing that the cook was on the job. Soon after we sat down to a baked-bean supper. It was a meal punctuated by merry argument as to the proper method of preparing beans for baking, but we were unanimous in agreeing that nobody could give our cook any points about the art.

After supper we sat in the cockpit and watched the change of color as the setting sun disappeared behind the pines, leaving a coppery glow that glinted like metal shavings on the water and changed Webb's Cove from deep green to blood red. The cliff, too, had its play of colors, and at times it and the cove resembled the interior of a burnished copper kettle. The effect was extraordinarily unreal, and a sense of great well-being settled over us, making us feel that we were realizing at least one of last winter's dreams.

In the dusky twilight, after the last glow of the sun had hid itself, we still sat and smoked until George emerged from the cabin—where he had been confining himself to literature and nicotine—and remarked, with perfunctory obviousness, that it was a fine moon. It was indeed—a great, orange-yellow moon with a distinct rind, just clearing the top of some distant island. It seemed to tell us that this was no night for sleeping, but one better for a climb up the cliff. When we reached the topmost peak we knew why.

The light increased until we could see outspread before us a veritable fairyland of countless islands, and stretches of star-specked water in between, shimmering under a sky effect that beggars description.

On our left the evening star blazed like a torch, and way, way out lay a tiny islet, topped with pines, that seemed in the clear moonlight to be lifted from the waters and float above them in the air. From the bottom of the quarry, in a fresh-water pool, a frog's chorus scraped dismally, calling our attention to sights nearer at hand. These yawning pits, a hundred or more feet deep, are where the giant squares of granite are taken from. The size of some of the pieces causes one to wonder how it is possible to load them onto a boat. We climbed around the quarry until the clouds

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(*Continued from page 78*)

took away our light and sent us back to our floating home, where Morpheus soon got a death grip on the whole crew.

Immediately after breakfast the next day, in accordance with a plan already formulated, we made a beeline for Scamp Island to see Irving Scroggins, the clammer. The possibility of missing Irving's residence was very remote, because he and his wife occupied one of the only two buildings on the island. The other served as a shelter for sheep; and after a brief survey of both dens, we concluded that the sheep had the best of it.

The Scroggins home was a small, one-roomed affair of inch boards, the cracks being covered with roofing paper. A heap of clam shells, piled against the outside, reached half way to the roof, and fish bones were scattered everywhere. The door was open, so we looked in. We could see nothing of Irving, but his charming wife was there, in the midst of an accumulation of dirt that was beyond belief. She sat by the window, using a soap-box for a chair, cleaning fish on a table made out of a rough board nailed to the side of the building. The filth on the floor was caked on and polished smooth; a pickaxe and hoe would be needed to get it off. In one corner stood a bed, if such it may be called, on which lay a rumpled mass of ragged, dirty bedding. This bed was simplicity itself, being built of pine boards nailed to the wall and held up with a stick.

The only other piece of furniture, aside from a rude cupboard, was a battered and rusty kitchen stove. Mrs. Scroggins was a small woman of perhaps thirty years who wore a dress patched with cloth of so many colors that it looked like a crazy quilt. She had short, mouse-colored hair, filled with snarls, and a complexion that might be described as muddy. Four of her incisor teeth were missing, leaving a gash which was rather startling. Aside from these minor defects, she was a pretty fair looking woman.

The sight and smell of this unscoured home so nearly overcame us that we almost forgot our manners, but Mundy managed to gasp: "Good morning, Madame; does Mr. Scroggins live here? I understand he has lobsters to sell."

"Waal, yes," replied the lady, after staring a while, "he lives here, but he ain't here now; he's gone clammin', over on Devil's Island. You can't get no lobsters, 'cause he hain't got none to sell. He don't ketch lobsters; Poppa's a clammer; an' all he does is to dig clams. Say!"

she exclaimed anxiously, "do you fellers own this island, or does Tom Slosson?"

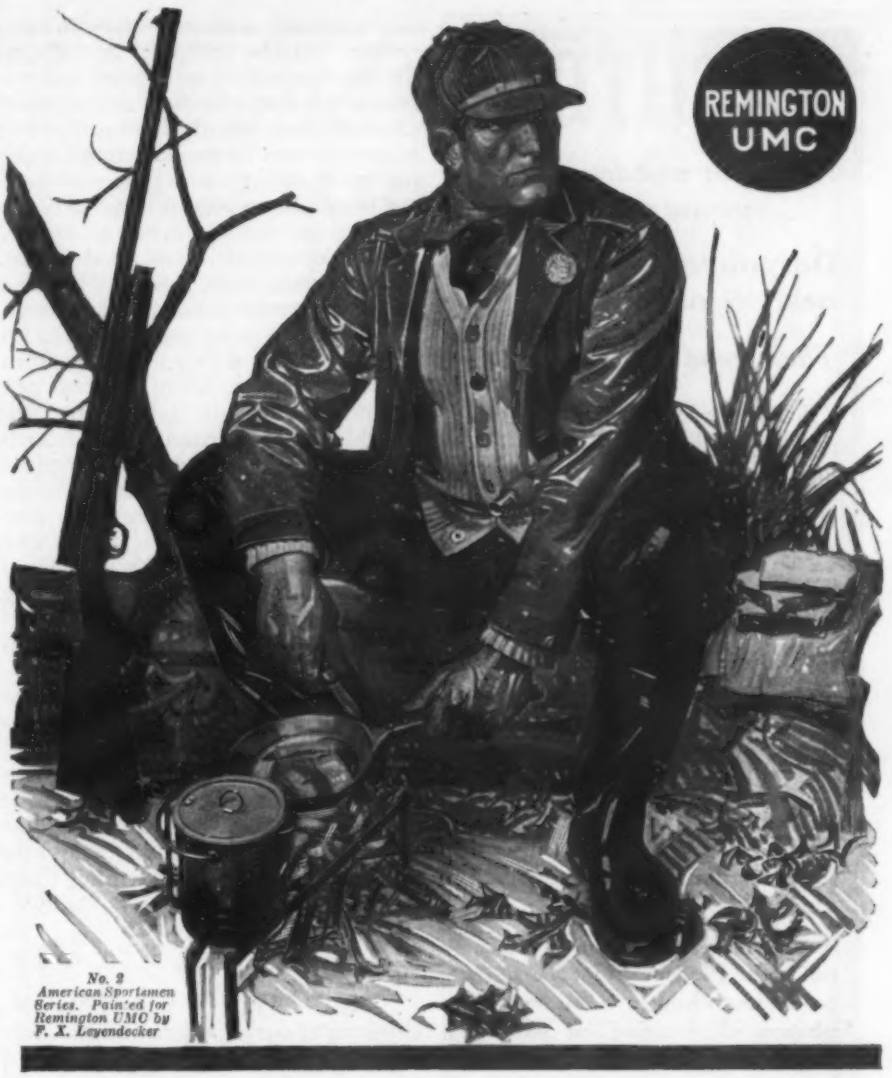
None of us could lay claim to it, but Doc remembered hearing that Thomas Lawson owned an island somewhere on the coast and asked if she didn't mean Tom Lawson.

"Mebbe thet is his name;" she said doubtfully, "I dun'no; but if he does own th' island, he'd better come and 'tend to it. Somebody from over Stonington way has put cows on here, an' they're dirtyin' everything all up. If you see Tom Slosson, ask him is he wants his island all mussed up; if he sez no, tell him to let me know an' I'll have them cows took off."

After promising to tell "Tom Slosson" the whole truth about his island, we sailed away toward Devil's Island in search of "Poppa." We met him not more than a mile from his landing, rowing along in a rickety, green dory. As soon as he sighted us he stood up and waved his arms wildly for us to halt. He was a bear! When he drew alongside and grasped one of the awning frames in his grimy paw, we saw that the movies had overlooked something good.

The pictures we had of him did not do him justice; the camera having failed to register the scale of dirt beneath his whiskers. And speaking of hair: He had one of the most amazing and intricate designs of "hairscape" gardening ever seen on a human face. His reddish whiskers, streaked with gray, unevenly fringed the lower part of his face in a dirty sort of halo; his broadly grinning mouth, which revealed snaggy black teeth, was overhung by a home-trimmed mustache that dripped with tobacco juice. The forepeak of his dome was devoid of hair, but the background had plenty of it—standing straight on end. Generally speaking, his face was a cross between that of an Irish comedian and a stage tramp. For clothes he wore two simple garments: A shirt, open from neck to waist-line, disclosing a hairy chest, and a pair of filthy pants which were held in position by a piece of rope. As an optimist he was in a class by himself; he laughed and chuckled as though reveling in joy at being merely alive. While his bare toes played with the clams in the bottom of the dory, he rambled from one subject to another, telling some things of interest and more that were not. His preaching did not come up to our expectations; it was too fragmentary and replete with incidents having no relation to the main theme.

Our interview with "Poppa" lasted until George lost his patience and suggested in "no uncertain tones," as the editorials say, that we cut out



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the gabbing and go on with the cruise. So the engineer turned the fly-wheels over once or twice and we began wending our way between and around the twenty-five or more islands we saw by moonlight the night before, working toward the mouth of the famed Eggemoggin Reach.

This delightful piece of water, which separated Little and Great Deer Islands from the mainland, is known far and wide to yachtsmen as one of the most beautiful sails on record. For a dozen miles, or from the entrance at Devil's Head out again at Pumpkin Island, no sail could be more charmingly diversified, more full of scenic surprises, or more free from actual or hidden dangers. The water is everywhere deep and unobstructed by sunken ledges, and so still that but for the occasional appearance of a landing or a fishing boat, one might easily fancy himself sailing on some calm stream in an undiscovered country.

The only stop we made on the trip was at Sargentville, where we tied up at a dock to take on a supply of thirty cent gasoline. The tide was high and we lay directly over a large rock, which would be exposed at low water. An old fellow, who evidently thought we intended stopping there for the night, nervously shouted: "Hey, boss! There's a big rock right under your boat. Did you know that?"

"That's all right;" replied Mundy, thinking of our experience on the New Meadows River, "she's had lots of big rocks under her before now; she isn't afraid of any rock that ever grew. She is rock broke—as you might say."

Here it was that we learned how good a financial proposition a four H. P. gasoline engine may be. One of these engines installed in a small boat pulls a scow ferry back and forth between North Deer Isle and Sargentville, carrying automobiles and passengers at prices ranging from fifty cents to a dollar and a half. Mr. W. W. Scott is the skipper, and it is said that he makes $1000 a year on mail alone. In the summer he cleans up between $25.00 and $50.00 a day, so we were told. Not bad at all, considering the amount of money invested.

On the chart, at the upper end of the Reach, we discovered a small harbor which had a very unusual formation. Its name was Buck Harbor and it almost completely encircled an island, except for two narrow openings on either side. It looked like a place that would bear investigation, so we followed the coast up to Gray's point, which we rounded, and our new-found harbor lay before us. No arrangement of land and water could be devised to form a more protected harbor than this one. High cliffs, covered with trees, encompassed a good portion of it, and Harbor Island almost closed its mouth, leaving just enough room for boats to come in and out. The wind might blow a gale from any quarter outside, but the water here would remain undisturbed.

We came to anchor, although one seemed hardly necessary, among a number of boats that still wore their winter coverings. Yachting here, as in most other places, was a dead issue. Some of the local boats were in use, but there were no cruisers present except a handsome, black auxiliary sloop, flying the Boston Yacht Club flag. This boat followed us in and came to anchor near our berth.

The cook served supper at six o'clock, a most unusual occurrence, and then we got busy making things ship-shape; for the unmistakable signs of a better class summer resort were in evidence, and we wished to have *Bonnie Jean* appear at her best.

Weir fishing is very popular in this vicinity; and we hoped to see some fish taken from the trap near our boat. An obliging fisherman told us that no fish were being caught, owing to the heavy rainfall of the past month, which had made the brackish water so fresh that the fish refused to enter the weirs. The water of Buck Harbor was almost as dark as molasses; which reminded us that we were edging along toward the mouth of the Penobscot River.

To be continued

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With the adaptation of the Liberty engine for speed boat purposes has come the climax of all motion on water. Speed has been developed in motor cars, automobiles, airplanes, and in all conceivable objects, but the motor boat has lagged behind.

Light weight, high powered, reliable and durable engines are of as great importance in the successful operation of the speed boat and fast cruiser as in the successful airplane for training, scouting or flying. The

ability to endure without undue wear, long periods of wide open throttle running is an essential requirement for sustained speed boat racing—a fact recognized by all power boat enthusiasts. When to this ability is added a comparatively low consumption of gasoline and oil another advantage of no mean importance is to be seen.

Colonel E. J. Hall, the original designer of the Liberty Airplane Engine has recently returned from the fighting front in France, where he served the Government as Chief of the Technical Section Air Service A. E. F., with headquarters in Paris. Recognized as one of the foremost internal combustion engine designers in the United States, Colonel Hall through his services to this Government in Europe gained a further knowledge of engineering of great value. This widely expanded practical knowledge recognized by the Government when they appointed him Chief of the Technical Section is being applied in the solution of engineering problems in the Hall-Scott Motor Company's plant at West Berkeley, California, where Mr. Hall has resumed his duties as Chief Engineer and Production Manager.

The four and six cylinder Liberty engines known as the Hall-Scott L-4 and L-6 motors respectively are the result of Mr. Hall's twelve years of engine building experience, and when adapted for marine use these engines will be recognized as one of the best power plants of this class in the world, and will meet with the immediate approval of the speed boat enthusiast.

Liberty 12-cylinder engines have undergone wide open throttle running tests for duration periods of from six to fifty hours without undue wear or damage of parts under service conditions. Under actual service conditions in airplanes they have shown as high as 300 hours actual running without undue wear or tear upon component parts. This demonstrates the assured durability of Hall-Scott Liberty airplane engine design and construction.

The power plants offered for speed boat purposes are in two sizes in the Liberty engine. The Hall-Scott LM-6 which will deliver 200 H. P. at a speed not in excess of 1700 R. P. M. with a weight complete, with electric starter, fly wheel, clutch, reversing gear, generator, ignition system and carburetor not in excess of 900 pounds. The Hall-Scott LM-4 will deliver from 100 to 130 B. H. P. at a speed of not in excess of 1700 R. P. M. and the weight of the accessories listed not in excess of 750 pounds.

The production schedule on this equipment at the Hall-Scott factory will allow for prompt deliveries. Built in a plant trained to the niceties of airplane engine building they will receive the same exacting care and attention given in the production of airplane engines. This will include a careful selection of materials, proper inspection of all parts and running-in tests to assure proper functioning of all working parts.

* * *

How to Build a Thames Punt

(*Continued from page 68*)

the brass flush plates after passing the chain round a post.

Two backs of the shape shown in sketch can be made out of ½ in. mahogany and fitted as shown, the lower end dropping between two grating battens, and the top sloping back and resting against two small stops screwed to the sides.

Screw on to the inside of the sides, about 10 ft. apart, small teak hooks to which a piece of white line can be spliced and carried round a punt pole slung outside and dropped over the hook; the poles are always so slung when not in use.

A 3 ft. length of ½ in. half-round brass should be bent round the end of each huff, then drilled and countersunk and screwed into position, and a rubbing bead of the same size of teak should be bradded to the sides.

Two paddles can be made of clean pine or teak of the shape shown in Fig. 6. They should be 5 ft. over all, blade 5 in. wide, blade portion 2 ft. 6 in. long, handle 1⅛ in. in center fined down about a 1/16 in. or so towards the ends. The body of blade should be ½ in. thick in center to 3/16 in. at edge and the blade should reduce in thickness at the lower end to 5/16 in.

A couple of poles can be made, or, probably better, purchased; they are 14 ft. to 18 ft. long, according to the depth of water where the boat is used, and are generally about 1¾ in. at the shoe, tapering to 1¼ in. at top, and made of Quebec spruce.

The punt is now complete and should be given three coats of paint and one of enamel, and all the hardwood should be varnished, with at least four coats, or, better, six for a new craft.

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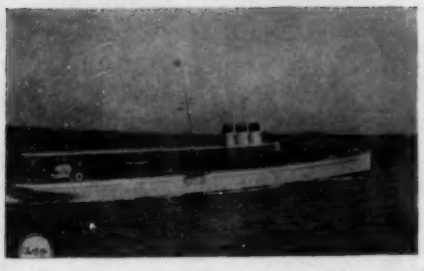

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Between the coats rub well down with fine glass paper, and then rub whiting all over the surface, and dust lightly off. This will make the varnish flow on properly and not gather up like water on a greasy surface, or "sis," as it is called.

The best boat varnish should be used: it does not pay to use inferior kinds, as they turn white in water almost at once and quickly lose their gloss.

The seams and screw holes in the bottom should be filled with putty after the first coat of paint; this stopping will mostly squeeze out when the punt is launched and the boards taken up.

The reason the seams are left open is that when the bottom swells, the sides would be pushed away from the ends of the treads and the punt would also probably twist, if there was not this allowance.

The skilled worker may think I have entered too much into detail, but I am writing for the novice, and I may say that it is not so easy to make a smart-looking craft such as most Thames builders turn out.

I fitted the punt I am describing with mast and sail of about 150 square feet in mainsail and jib. The mast was a 2½ in. bamboo, 19 ft. from underside of step to shoulder of the pole; the bottom end was plugged and the plug made with an 1½ in. in. square, to fit a hole cut in a tread; a thwart 1⅛ in. thick was fitted across the boat to take the mast.

Having no fittings, I made a leg of mutton sail with a small semi-circular board at the head about 4 in. across. The boom was carried on a couple of inches forward of the mast in the same manner as a balance lug's boom, and had a single rope tack and parrel. Single halliard and lacing to the mast. The sail was made out of coat lining and does quite well for the thin airs here.

The rudder is ⅛ in. plate tongued into a ¾ in. post, squared at the top and screwed ½ in. Whitworth thread. A rudder trunk was fitted with slotted brass plates top and bottom so that the rudder could be lifted right out.

The lee boards were cut out of 1¾ in. Oregon, 2 ft. 6 in. long by 12 in. wide, left full thickness at the top end and tapered off to ½ in. thick like a paddle blade; they were bolted to the side, through a block screwed to the side, with a ½ in. bolt and wing nut and washer.

This simple gear is easily fitted, does not in the least spoil the boat for shoving, and is worth adding. I have had some very pleasant sailing on the Shattel-Arab in my punt. The leeboards, however, might be somewhat larger.

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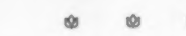

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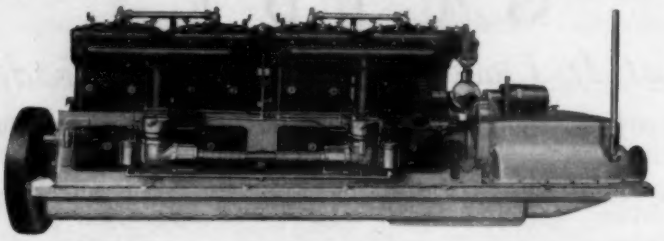

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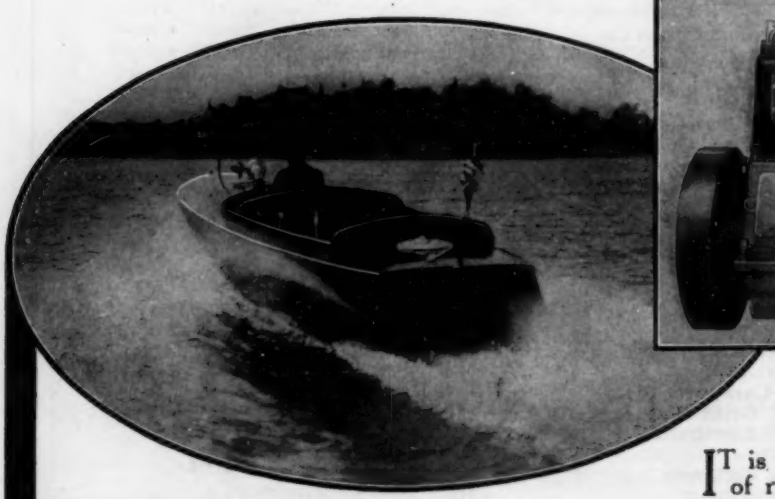

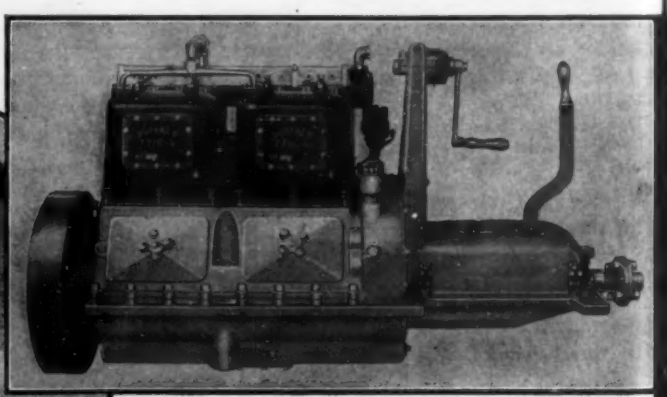

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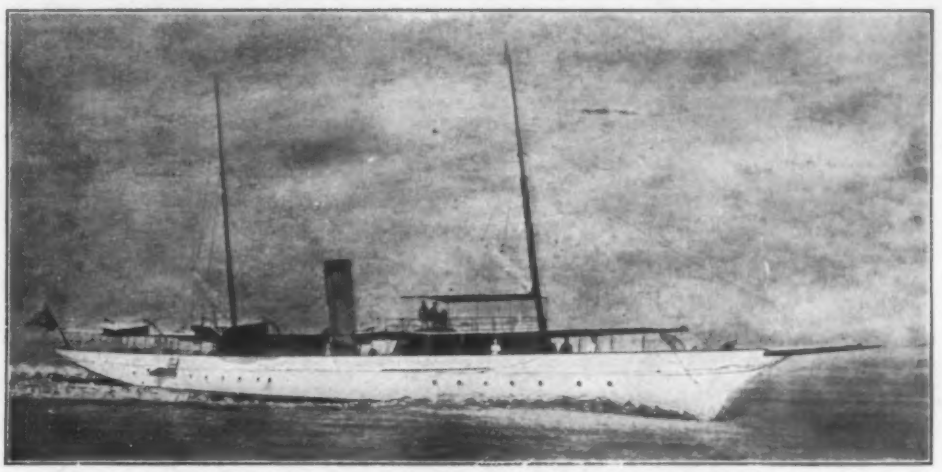

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